

>

***** NUBRF FOR BA293/16AUG10 * PRINTED AT 1411Z 16AUG10

LHR-IAD

***** BRIEFING SUMMARY FOR BA293/16AUG10 *****

CODESHARE FLIGHT NOS: NONE APPLICABLE

LHR-IAD ETD P1605 STAND 533 NO SLOT TIME YET ALLOCATED

LONDON HEATHROW

LHR SA161350 161350Z 34009KT 300V030 9999 FEW043 23/11 Q1015 NOSIG

EGLL -

SA161320 161320Z 34009KT 290V030 CAVOK 23/11 Q1015 NOSIG -

FT161100 161101Z 1612/1718 32012KT 9999 SCT030 BECMG 1621/1624

26008KT TEMPO 1702/1714 8000 -RA BKN014 PROB40 TEMPO

1704/1712 RA BKN009 -

EGLL ---Pilots may not fly Surveillance Radar apch at LHR UFN.

LHR ---A new ATC proc is in place for inbd acft via BNN and LAM.

When both EGLL and EGLC are on westerly ops acft will not
be descended below 5000FT until within 15nm of touchdown.

This increases the likelihood of final apch profile capture
from above-for which fleet -specific proc should be briefed

This proc is a trial to increase separation btn LHR-LCY
traffic and feedback is appreciated by ASR if necessary.

---RWY 27L ILS GP full scale fly up may not be maintained when
below GP outside of 10NM and not on C/L til Jan 01.

///When start up dlas exceed 15mins Crews are reminded to call
Company freq 131.55 to advise their proposed start time
to assist with stand planning and tug allocation

---Westerly arrs fm LAM and BNN holds expect later descent
clearance fm 5000ft due tempo ATC op proc til Aug 312359.

///RNAV RAIM PREDICTED OUTAGE -

Aug 16 1408-1411

17 1404-1407

---SIDs - on first ctc with London ctrl report callsign/SID
designator/alt/fl.

---Acft departing via CPT/AWY L9 expect non standard departure instructions when using RWYs 09L/09R.

Acft on this dep will not be issued DCL clearance when using RWY 09L/09R.

---As per FAN 114/08 for delays to parking on stand at LHR pse ACARS the following to .SGS

-No one to turn on stand guidance- AGNIS X FFF

-Equipment blocking access to stand- EQUIP X FFF

-Stand occupied by another acft- OCCUP X FFF

-Awaiting marshalling guidance with no stand guidance avbl- MARSH X FFF

-Jetty more than 2mins to attach to the acft after chocks on- JETTY X FFF

-Steps more than 2mins to attach to the acft after chocks on- STEPS X FFF

-Waiting for the first pax bus only to arrive at the acft side- BUSES X FFF

X is time in minutes. FFF is flt nmber (without BA). Insert single space btn five-letter code delay and flt number.

---TWY B clsd btn TWY J and L til Sep 202359.

///Gnd prkg East (chart 10-5) - Twy designated U located north of wip area linking Link 27 to Twy L.

---New intermediate holding points avbl til Sep 012359 both on TWY A South. Intermediate hldng point AE2 adjacent to Link 28 and AW2 btn turnings N2W and N2E.

---New hldg pt NY4 on A east of N4E til Sep 302359.

///LDG RWY ALTERNATION Aug 16-22.

Expect RWY 09R (27L) night. 27R 0500-1400. 27L 1400-2359z.

WASHINGTON DULLES

IAD SA161400 161352Z VRB05KT 3SM BKN006 OVC011 25/23 A2998 RMK AO2

KIAD SFC VIS 10 SLP148 BINOVC OHD T02500228 -

SA161300 161252Z 22004KT 2 1/2SM OVC004 24/22 A2997 RMK AO2 SFC
VIS 8 SLP146 T02390222 -

FT161130 161128Z 1612/1718 00000KT P6SM BKN006 OVC012 FM161400
21004KT P6SM SCT010 SCT020 BKN080 FM161600 25007KT
P6SM VCSH BKN050CB BKN070 FM161800 22004KT 5SM -RA BR
BKN040CB OVC060 FM162100 VRB03KT P6SM VCSH BKN035CB

OVC050 FM170300 32004KT P6SM SCT050 BKN070 -

KIAD ---RESTRICTED AIRFIELD B 01DEC09

IAD ///RWY 01L/19R clsd Aug 161100-1900.

---Rwy 01L/19R N/A for take-off due no obstacle data avbl
for this rwy currently.

///RWY 01C ILS LLZ U/S AUG 17 0100-0400

///RWY 19C ILS U/S AUG 17 0100-0400

///RNAV RAIM PREDICTED OUTAGE -

Aug 16 1401-1403

17 1357-1359.

---VOR AML radial 145-155 unusable.

---DME AML u/s btn rdl 357-026 beyond 35 miles.

///RWY 19L ILS DME u/s Aug 171230-1530.

///RNAV (GPS) Y RWY 19C (CHART 50-21) IN PROFILE MNM ALT AT
FEMKO TO READ 1500.

---VOR AML 125-135 unusable beyond 20 blw 2500ft.

---VOR AML unusable 320-050 beyond 15deg.

---STAR SHNON TWO- SHNON arr does not have a RWY 12 transition

Do not select RWY 12 apchs in FMS until assigned by ATC.

ATC will then issue vectors to final apch course.

---Gates B15 to B32 are now A15 to A32.

---Chart 50-14 Title to read - RNAV (GPS) Y RWY 01C.

---VOR CSN u/s btn 310degR thru 350degR beyond 10 blw 11000ft.

---TWY J3 clsd west of TWY J.

---TWY E1 clsd to acft with wingspan more than 24M (79ft).

---TWY J clsd north of TWY J1.

---The flwg RNAV GPS procs have been coded into the nav
data base and are authorised for all crews.

Rwy 01L cht L5M. 01R Y cht L8M. 01C Y L6M. 19R cht L15M.

Rwy 19C Y cht L13M. 19L Y cht L11M.

Rwy 12 cht L10M-note Wypt OKRAE is a Stepdown Fix and is
not reqd or coded in BaroVNAV approach operations.

***** CIRRUS ALTERNATES FOR IAD *****

BALTIMORE

BWI SA161400 161354Z 21004KT 10SM FEW028 SCT180 SCT250 26/22 A2996

KBWI RMK AO2 SLP144 T02610222 -
SA161300 161254Z 19006KT 10SM FEW020 SCT180 SCT250 25/21 A2996
RMK AO2 SLP143 T02500211 -
FT161130 161128Z 1612/1718 00000KT P6SM FEW020 SCT250 FM161300
21004KT P6SM FEW035 SCT050 SCT250 FM161700 25007KT
P6SM VCSH BKN050CB BKN070 FM162000 22004KT 5SM -RA BR
BKN040CB OVC060 FM170100 VRB03KT P6SM VCSH BKN035CB
OVC050 FM170500 32004KT P6SM SCT050 BKN070 -

KBWI ---RESTRICTED AIRFIELD B 01MAY05

BWI Note Airfield is now classified as Restricted. Airfield

brief is avbl from briefing PCs.

///RWY 15R/33L clsd Aug 161300-1500.

---RWY 10 VOR.

Planview- Disregard ref to Baltimore (BAL) 4d.

Profile view-Disregard ref to Baltimore BAL 4d and 1200 alt

---NOTTINGHAM SIX ARRIVAL. Radar reqd btn SABBI and OTT.

---ILS 15R (Chart 50-4) Procedure no longer auth for circling.

///VOR BAL u/s Aug171200-1500

PHILADELPHIA

PHL SA161400 161354Z 23010KT 10SM BKN018 28/22 A2997 RMK AO2 SLP147

KPHL BKN V SCT T02780222 -

SA161300 161254Z 24008KT 10SM BKN013 26/22 A2996 RMK AO2 SLP145
T02610222 -

FT161312 161309Z 1613/1718 24008KT P6SM BKN015 TEMPO 1613/1615
SCT015 BKN030 FM161500 20006KT P6SM SCT025 BKN035
FM161700 22010KT P6SM SCT060CB FM170300 22008KT P6SM
BKN250 -

KPHL ///RWY 09R/27L clsd Aug 161430-1600.

PHL ---RWY 27R ILS CAT 2 proc n/a

---VOR DQO unusable btn 214-224 deg.

---RWY 27R ILS DME UNUSABLE INSIDE .3 NM

---Cedar Lake 8 arrival - MEA revised btn rte segments.

The MEA btn BRIGS int and Cedar Lake VOR (VCN) and btn
VCN and Woodstown VOR (OOD) revised fm 1900ft MSL to

2100ft MSL.

---AIRFIELD SESMA PROFILE

High energy apch more prevalent at this airfield.

Particularly associated with late change of RWY/apch type.

***** CIRRUS ENROUTE ALTERNATE FOR LHR-IAD *****

BOSTON LOGAN

BOS SA161400 161354Z 20014KT 10SM SCT014 OVC028 23/20 A2999 RMK AO2

KBOS SLP155 T02280200 -

SA161300 161254Z 18008KT 10SM OVC036 22/19 A2999 RMK AO2 SLP153

T02170194 -

FT161230 161229Z 1612/1718 19005KT P6SM BKN012 OVC025 FM161500

20010KT P6SM SCT012 BKN025 FM161700 20013KT P6SM

BKN035 FM162100 21013KT P6SM BKN060CB BKN250 FM170000

21011KT P6SM BKN040 BKN250 FM170300 22008KT P6SM

BKN015 BKN250 FM170600 24007KT P6SM BKN250 FM170900

27006KT 2SM BR SCT250 FM171300 21006KT P6SM SCT130 -

KBOS ---RESTRICTED AIRFIELD F AUG94 B 01JUN10

BOS ///RWY 09/27 clsd exc 15min PPR 131.1 til Aug 161930.

///RWY 15L/33R CLSD AUG 10 1145-24 0400

///RWY 15L/33R clsd exc taxi.

---RWY 33L ILS C2 not avbl due crane unless otherwise adv by
ATC.

---RWY 22L ILS DME unusable 0.7NM inbnd to THR.

---GDM3 THREE ARRIVAL KENNEDY TRANSITION assigned by ATC only.

---AIRFIELD SESMA PROFILE

High energy apch more prevalent at this airfield.

Particularly associated with late change of RWY/apch type.

---VOR/DME unusable 271-060 byd 25nm blw 3500ft.

---RWY 22L LLZ DA 620ft DH(HAT) 604ft RVR 2sm

---VOR/DME unusable 061-104 byd 18nm blw 2000ft.

---Charts 10-3 and 10-5- Mass port gate control 131.1 added.

Chart 50-3 ILS RWY 15R note- FAT offset 1deg right of CL
added.

---RWY 04R ILS AND LLZ - DA 560FT (HAT 542FT) RVR 6000FT DUE
CRANE.

---GARDNER THREE ARRIVAL -

Radar reqd fm GDM to REVER due GDM VOR restrictions.

---RNAV SIDs BRUWN ONE/CELTK ONE/HYLND ONE/LBSTA ONE/PATSS ONE
SSOXS ONE/WYLYY SEVEN - ATC assigned only.

---RWY 33L minimum revised as flws due crane. RNAV DA 556ft
DH(HAT) 540ft RVR 6000ft.

---Minima revised as follows-

DA DH(HAT) RVR

Rwy 27 LNAV/VNAV 510ft 493ft 1.75sm

Rwy 27 LNAV 640ft 623ft Cat C 1.75sm

Cat D 2.0sm

Rwy 33L LNAV/VNAV 550ft 534ft 6000ft

Rwy 33L LNAV 480ft 464ft Cat C 4000ft

Cat D 5000ft

Rwy 22L LLZ 620ft 604ft Cat C 1.75sm

Cat D 2.0sm

---RWY 27 RNAV DA 530ft DH(HAT) 513ft RVR 1.75sm.

---RWY 33L RNAV DA 570ft DH(HAT) 554ft RVR 6000ft.

***** END OF CIRRUS ALTERNATES *****

***** EROPS ALTERNATES FOR LHR-IAD *****

SHANNON RINEANNA

SNN SA161400 161400Z 21008KT 9999 -RA SCT016 BKN030 18/14 Q1018

EINN NOSIG -

SA161330 161330Z 21006KT 9999 SCT016 BKN030 18/15 Q1019 NOSIG -

FT161100 161100Z 1612/1712 13006KT 9999 SCT010 BKN020 TEMPO

1613/1621 4000 RADZ BKN008 OVC018 BECMG 1614/1617 5000

DZ BKN010 OVC020 TEMPO 1621/1603 1400 RADZ BKN004

OVC008 BECMG 1703/1706 33015KT 9999 BKN020 TEMPO

1706/1712 SHRA SCT020CB -

TIME WINDOW FROM 1920 TO 2314

EINN ---RWY 06 VOR (Chart 50-3) CAT A details as shown for CAT B

SNN apart fm circling minima.

END OF SIG AIS

GANDER

YQX SA161400 161400Z 05005KT 20SM SCT260 21/09 A3013 RMK CI2 SLP204

CYQX -

SA161300 161300Z 08005KT 20SM FEW260 21/12 A3013 RMK CI1 SLP205

-

FT161100 161138Z 1612/1712 VRB03KT P6SM FEW250 BECMG 1614/1616

06010KT FM162200 12005KT P6SM FEW300 PROB30 1705/1710

1/4SM FG VV001 RMK NXT FCST BY 161800Z -

TIME WINDOW FROM 2146 TO 2315

CYQX ---NIL

YQX

END OF SIG AIS

***** END OF EROPS ALTERNATES *****

***** NAV WARNINGS AND SPECIAL BRIEFINGS *****

UNITED KINGDOM

///AUG 16-27 0800-1630 DLY.

VHF and UHF jamming exercises.

In event of problems call ATC.

ATLANTIC

---JFK VOLMET 3.485 u/s.

---Crews are reminded to add max flt level info to the remarks
section of all west bound/Shanwick oceanic clnc requests.

---SATCOM ORT. Where SATCOM ORT shortcode list shows SHANNON
HF STN it sd read SHANWICK HF AERADIO.

CANADA

---Poss Cirrus coding errors for lat/long defined waypts.

Exercise addnl caution when entering waypts into FMC and
cross check lat/longs loaded by the FMC against the Cirrus

FP. Crew reports welcome via ACARS to LHRMBA for attn of Mark Blaxland-Kay.

///NORTH CANADIAN FLEXI TRACKS WI EDMONTON FIR - NOR OTS

Westbound dly tracks will be published valid 1200-2359Z

at 60 degrees west to the Canadian/USA western coast.

Daily track message with TMI number is required and is now in Crewlink as a technical handout.

TMI number is 228 for Aug 16.

---Security level raised fm -LOW- to -MODERATE-.

---Following a number of recent Gross Navigational Errors (GNEs) wi Canadian MNPS airspace by company acft crews are reminded to be methodical in the entry and cross checking of routes in remote areas. Refer to fleet-specific FCOM and RIM for further guidance.

UNITED STATES

---Flwg the DELTA A/L security incident at Detroit on DEC 25

TSA have applied an amendment to recently applied restrictions WIE -

ALL PAX WILL CONTINUE TO BE SECURITY SCREENED AT THE GATE.

The requirement for the disabling of acft-integrated pax communication systems and services (e.g AIRSHOW) has been removed.

Normal procedures now apply.

Note however that flight crew whilst inflight over US airspace must continue to avoid giving information regarding the acft posn in any PA.

The temporary security measures in the pax cabin introduced for the 1 hour prior to landing are now removed and normal procedures apply.

However passengers must keep to their assigned seats as directed by crew.

***** SIGMETS FOR ENROUTE AREAS *****

*** NO SIGNIFICANT MET FOR THIS FLIGHT ***

***** EST LOAD DATA FOR BA293/16AUG PAX BKD 219

LATEST ESTIMATED ZFW - N/AVBL
ESTIMATED SPECIAL LOAD - NO NOTIFIABLE LOAD EX LHR

***** OPDEF INFORMATION FOR IIF *****
OPERATING DEFICIENCIES 772B LHR4 FLEET MAX A/LAND 3

REG SYSTEM STATUS ADD CDL/MEL

IIF ENGRAT
ENGINE RATING
OPERATIONS LIMITED TO 85B T/O FROM
DENVER

ETOPS 180
ETOPS RATING

TEMP
TEMPORARY ATTRIBUTE
GMIS IFE - NEW CLUB STRETCH SEATS

***** COMPANY INFORMATION *****

---VOLCANIC ASH - due reduced threat the ash forecast charts
will be progressively removed fm Crewlink Briefing material
They will be reinstated as and when required.

Auth Cpt D Warner (ALL/16/10)

---LHR SID/STAR booklet issue 117 flw pages may be missing -
30-9/30-10/30-11/30-12/30-13/40-1/40-2.

ALL/17/10

///The DfT has adv the Aviation Security Threat Level in the
USA is Substantial. (ALL/05/10 10Aug10)

---Any flt planned at lower than optimum flt levels to avoid a
significant cold air mass has the flw entry in the rmk line
on Cirrus page 1.- Flt planned at lower than optimum levels
due to very low OAT. This is designed to ensure sufficient

trip fuel should the aircraft be forced to descend because
fuel temp has reached its limit. Pilots should operate the
acft at Recommended or Optimum levels unless the fleet-
specific Ops Manual requires descent to lower levels.

(ALL/6/10)

---The DfT has set security threat level to SUBSTANTIAL for UK

(ALL/22/10)

---Acft planned to overfly IRAN IRAQ AFGHANISTAN and PAKISTAN
must be dispatched in accordance with Joint Proc Manual
Part A(2) 9.6.1.3 Enhanced MEL Requirements. Crews attn is
drawn to SCATANA procs contained in AERAD EURO and MID EAST
SUPP REF ATC S-2 and interception Procs in Flt info SUPP
Ref ops 33.

(ALL/3/07)

***** END OF BRIEFING SUMMARY *****

***** SUPPLEMENTARY BRIEF FOR BA293/16AUG10 *****

***** REMAINING ALTERNATES - MET *****

LONDON GATWICK

LGW SA161350 161350Z 33014KT 310V020 CAVOK 23/12 Q1015 -

EGKK SA161320 161320Z 33014KT CAVOK 22/12 Q1015 -

FT161100 161101Z 1612/1718 32014KT 9999 SCT030 BECMG 1621/1624
26008KT TEMPO 1702/1714 7000 -RA BKN012 PROB40 TEMPO
1704/1712 RA BKN007 -

STANSTED

STN SA161350 161350Z 33012KT 9999 SCT030 19/13 Q1015 -

EGSS SA161320 161320Z 34014KT 9999 SCT018 BKN030 18/13 Q1015 -

FT161100 161100Z 1612/1718 34017KT 9999 SCT020 BECMG 1617/1620
27007KT TEMPO 1702/1710 7000 RA BECMG 1708/1710 BKN012
PROB40 TEMPO 1710/1713 4000 -RADZ BKN007 BECMG
1713/1715 SCT025 PROB30 TEMPO 1713/1718 7000 SHRA -

CARDIFF WALES

CWL SA161350 161350Z 26012KT 9999 SCT047 20/15 Q1018 -

EGFF SA161320 161320Z 26013KT 9999 SCT049 20/15 Q1018 -

FT161100 161104Z 1612/1712 28015KT 9999 FEW040 TEMPO 1622/1712

8000 -RA BECMG 1700/1703 20006KT PROB30 TEMPO
1702/1709 4000 RA BR BKN006 BECMG 1709/1712 27010KT -

MANCHESTER

MAN SA161350 161350Z 29011KT 250V320 9999 SCT034 21/12 Q1017 NOSIG
EGCC -

SA161320 161320Z 29011KT 260V330 9999 BKN038 21/11 Q1017 NOSIG

-

FT161100 161333Z 1613/1718 30010KT 9999 BKN040 BECMG 1623/1702
21007KT TEMPO 1623/1703 7000 RA BECMG 1703/1706 BKN010
TEMPO 1703/1711 4000 RADZ BR BKN004 BECMG 1709/1712
27011KT PROB30 TEMPO 1711/1713 7000 RADZ BECMG
1712/1715 SCT025 -

GLASGOW ABBOTSINCH

GLA SA161350 161350Z 28004KT 240V310 9999 BKN028 17/12 Q1017 -
EGPF SA161320 161320Z VRB03KT 9999 BKN026 17/12 Q1017 -

FT161100 161059Z 1612/1712 VRB04KT 9999 SCT030 BECMG 1618/1621
7000 -RA BKN014 TEMPO 1621/1710 RADZ BKN008 BECMG
1709/1712 27010KT 9999 NSW BKN020 -

BIRMINGHAM

BHX SA161350 161350Z 31014KT 9999 FEW045 23/10 Q1016 -
EGBB SA161320 161320Z 32015KT 9999 FEW047 23/10 Q1016 -

FT161100 161050Z 1612/1712 32011KT 9999 FEW040 BECMG 1620/1623
26010KT TEMPO 1700/1705 7000 RA BECMG 1705/1708 BKN012
TEMPO 1705/1710 6000 -RADZ BKN009 BECMG 1710/1712
BKN025 -

DUBLIN COLLINSTOWN

DUB SA161400 161400Z 25009KT 9999 FEW022 SCT090 BKN130 18/13 Q1018
EIDW NOSIG -

SA161330 161330Z 24008KT 200V280 9999 FEW022 SCT090 BKN130
17/12 Q1018 NOSIG -

FT161100 161100Z 1612/1712 24012KT 9999 SCT010 BKN020 TEMPO
1617/1703 4000 RADZ BKN006 OVC010 TEMPO 1703/1712 SHRA
SCT020CB -

KEFLAVIK

KEF SA161400 161400Z 16013KT 9999 FEW019TCU SCT031 14/09 Q1007 -

BIKF SA161330 161330Z 16011KT 9999 FEW014 SCT019TCU BKN049 14/10
Q1008 -

FT161400 161358Z 1615/1715 16015KT 9999 -SHRA FEW015 SCT025
BKN035 PROB40 TEMPO 1615/1624 SHRA BKN015CB BECMG
1618/1621 09012KT BECMG 1703/1706 03015KT -

TERCEIRA LAJES

TER SA161400 161400Z 05006KT 010V090 9999 FEW025 26/19 Q1030 -
LPLA SA161300 161300Z 05008KT 9999 FEW025 27/19 Q1030 -
FT161103 161100Z 1612/1712 VRB05KT 9999 FEW015 SCT030 -

SANTA MARIA VILA D PORTO

SMA SA161400 161400Z 03010KT 010V070 9999 FEW020 SCT026 BKN032
LPAZ 23/16 Q1028 -
SA161330 161330Z 06009KT 010V090 9999 FEW020 BKN030 24/16 Q1028
-
FT161100 161100Z 1612/1712 07008KT 9999 FEW020 SCT030 TEMPO
1612/1712 VRB05KT SCT016 BKN030 PROB30 TEMPO 1700/1710
3000 BR BKN006 -

ST JOHNS

YYT SP161409 161409Z 05013G19KT 12SM -SHRA FEW008 OVC100 13/ RMK
CYYT SF2ACC6 -
SP161348 161348Z 01010KT 12SM BKN008 BKN020 13/ RMK SF7SC1 -

FT161100 161138Z 1612/1712 02015G25KT P6SM BKN100 TEMPO
1612/1616 P6SM -SHRA BKN008 OVC050 BECMG 1702/1704
34012KT FM170800 34012KT P6SM FEW005 BKN100 PROB30
1708/1711 3SM BR BKN003 RMK NXT FCST BY 161800Z -

GOOSE BAY

YYR SA161400 161400Z 00000KT 15SM FEW190 27/15 A2992 RMK AC2 WND
CYYR ESTD SLP134 -
SA161300 161300Z 23006KT 15SM FEW150 SCT190 SCT250 25/15 A2994
RMK AC2AC2CI0 WND ESTD SLP138 -
FT161100 161133Z 1612/1712 18006KT P6SM SCT100 SCT180 BECMG
1614/1615 20012KT FEW060 FEW100 FM161800 20012G22KT
P6SM SCT060 SCT250 BECMG 1622/1624 20012KT FM170900
20012KT P6SM SCT060 BKN100 OVC140 TEMPO 1709/1712 P6SM
-SHRA BKN060 OVC100 RMK NXT FCST BY 161800Z -

HALIFAX

YHZ SA161400 161400Z 21010G15KT 15SM FEW020 SCT270 21/16 A3016 RMK

CYHZ SC2CI2 SLP216 -

SA161300 161300Z 18013KT 15SM FEW014 SCT270 18/16 A3016 RMK

SC2CI1 SLP215 -

FT161100 161138Z 1612/1712 20008KT 6SM BR FEW004 TEMPO

1612/1613 3SM BR BKN004 FM161300 20012KT P6SM FEW010

FM170000 20012G22KT P6SM SCT020 BKN100 TEMPO 1700/1703

P6SM -SHRA BKN020 FM170300 20012G22KT 5SM -SHRA BR

BKN015 BKN050 OVC090 FM171000 20012KT 2SM -SHRA BR

OVC008 RMK NXT FCST BY 161500Z -

BERMUDA KINDLEY

BDA SA161300 161255Z 09010KT 9999 SCT019 BKN040 BKN150 BKN300 28/23

TXKF Q1018 / -

SA161200 161155Z 09012KT 9999 VCSH FEW017 SCT040 BKN160 BKN300

28/23 Q1018 / -

FT161142 161138Z 1612/1712 09010KT 9999 VCSH FEW020 SCT070

BKN300 PROB30 TEMPO 1612/1616 6000 -SHRA BKN014 BECMG

1615/1618 13006KT 9999 NSW SCT020 BECMG 1621/1624

VRB03KT PROB30 TEMPO 1700/1712 6000 -SHRA BKN014 -

NEW YORK KENNEDY

JFK SA161400 161351Z 20009KT 10SM OVC016 25/22 A2998 RMK AO2 SLP151

KJFK T02500217 -

SA161300 161251Z 19007KT 10SM BKN018 OVC024 24/22 A2997 RMK AO2

SLP149 T02440217 . -

FT161409 161401Z 1614/1718 19007KT P6SM BKN015 OVC030 FM161800

18014G19KT P6SM SCT035 BKN060 TEMPO 1619/1622 2SM SHRA

BKN030 BKN060 FM170100 19009KT P6SM SCT035 BKN100

FM170500 VRB05KT P6SM SCT100 FM171700 20006KT P6SM

BKN100 -

BANGOR

BGR SA161400 161353Z 18010G19KT 4SM BR SCT006 BKN010 OVC015 19/18

KBGR A3000 RMK AO2 RAE1255 CIG 008V014 SLP157 P0000

T01890178 -

SA161300 161253Z 17009KT 5SM -RA BR BKN007 OVC040 18/17 A3000

RMK AO2 RAB1155E22B46 SLP156 P0002 T01830172 -
FT161409 161402Z 1614/1712 18010G20KT P6SM BKN010 FM161800
17009KT P6SM BKN020 FM170000 17007KT P6SM BKN008
FM170700 21004KT P6SM SCT003 -

MONTREAL TRUDEAU

YUL SP161352 161352Z 15009KT 15SM TS VCSH FEW010 OVC023 22/ RMK
CYUL SF1SC8 CB EMBD -
SA161300 161300Z 16008KT 15SM BKN025 OVC040 21/19 A2977 RMK
SC7SC1 SLP081 -
FT161400 161406Z 1614/1712 15010KT P6SM OVC030 TEMPO 1614/1615
P6SM TSRA BKN020 OVC040CB FM161500 22012G22KT P6SM
BKN030 PROB30 1615/1619 2SM TSRA BR BKN020 OVC040CB
FM161900 23015G25KT P6SM BKN050 FM170000 23012KT P6SM
BKN050 RMK NXT FCST BY 161500Z -

MONCTON

YQM SA161400 161400Z 17008KT 15SM FEW100 BKN140 20/13 A3009 RMK
CYQM AC2AC4 SLP190 -
SA161300 161300Z 16010KT 15SM FEW080 SCT130 19/13 A3009 RMK
AC1AC3 SLP191 -
FT161100 161138Z 1612/1712 16008KT P6SM FEW130 BECMG 1616/1618
20012G22KT FM162000 19012G22KT P6SM FEW030 BKN080
FM162200 18012G22KT P6SM -SHRA BKN050 FM170300
17012G22KT P6SM -SHRA SCT015 OVC025 TEMPO 1703/1710
5SM -SHRA BR OVC015 BECMG 1706/1708 19008KT FM171000
20010KT P6SM BKN012 RMK NXT FCST BY 161800Z -

STEPHENVILLE HARMON FIELD

YJT SA161400 161400Z 30004KT 15SM FEW120 21/13 A3012 RMK AC1 SLP201
CYJT -
SA161300 161300Z 25005KT 15SM SCT120 BKN230 19/14 A3012 RMK
AC4CI0 SLP202 -
FT161100 161138Z 1612/1712 04005KT P6SM SCT120 BECMG 1614/1616
27010KT BECMG 1700/1702 12005KT RMK NXT FCST BY
161800Z -

NEWARK NEW YORK

EWR SA161400 161351Z 24007KT 10SM BKN014 OVC020 26/22 A2996 RMK AO2
KEWR SLP144 T02610222 . -

SA161300 161251Z 20006KT 10SM BKN014 OVC022 25/22 A2996 RMK AO2
SLP145 T02500217 . -

FT161409 161401Z 1614/1718 20006KT P6SM BKN015 OVC030 FM161700
20010KT P6SM SCT035 BKN050 TEMPO 1619/1622 3SM SHRA
BKN030 BKN060 FM170100 22007KT P6SM SCT035 BKN100
FM170500 VRB05KT P6SM SCT100 FM171700 22006KT P6SM
BKN100 -

NEWBURGH STEWART

SWF SA161400 161345Z VRB04KT 4SM BR OVC008 23/21 A2998 -

KSWF SA161300 161245Z VRB04KT 4SM BR OVC005 22/21 A2998 -

FT161409 161401Z 1614/1718 VRB04KT 4SM BR OVC008 FM161800
22009KT P6SM SCT035 BKN250 TEMPO 1619/1622 3SM SHRA
BKN030 BKN060 FM170000 VRB05KT P6SM SCT035 BKN250
FM170400 VRB02KT 4SM BR SCT035 BKN100 FM171400 VRB04KT
P6SM SKC AMD NOT SKED -

WINDSOR LOCK BRADLEY INTL

BDL SA161400 161351Z 17006KT 2SM BR OVC005 22/20 A2997 RMK AO2

KBDL SLP146 T02170200 -

SA161300 161251Z 19009KT 5SM BR OVC007 21/19 A2997 RMK AO2 CIG
005V010 SLP146 T02110194 -

FT161306 161305Z 1613/1718 19007KT 5SM BR OVC007 TEMPO
1614/1615 6SM BR SCT007 BKN025 FM161500 20008KT P6SM
SCT010 BKN035 FM161800 21012KT P6SM SCT040CB BKN060
FM170000 20007KT P6SM SCT040 BKN200 FM170300 21004KT
3SM BR SCT040 BKN250 FM170800 00000KT 2SM BR SCT250
FM171200 VRB03KT P6SM FEW150 -

TORONTO L B PEARSON

YYZ SA161400 161400Z 28019KT 15SM SCT031 23/17 A2988 RMK CU3 SLP116

CYYZ -

SA161300 161300Z 27015G21KT 15SM FEW022 FEW040 22/18 A2988 RMK
CF1CU1 SLP115 -

FT161100 161139Z 1612/1718 24008KT P6SM FEW050 FM161600
26015G25KT P6SM SCT050 BECMG 1621/1623 26012KT
FM170200 25008KT P6SM SKC BECMG 1714/1716 24012G22KT
RMK NXT FCST BY 161500Z -

OTTAWA MACDONALD C

YOW SA161400 161400Z 23011KT 15SM FEW010 FEW015 24/21 A2977 RMK
CYOW SF1SC1 SLP080 -

SA161300 161300Z 23006KT 8SM BKN010 OVC020 22/22 A2977 RMK
SF6SC2 SLP080 -

FT161300 161331Z 1613/1712 25008KT P6SM FEW012 BKN030 TEMPO
1613/1616 P6SM -SHRA BKN012 PROB30 1614/1616 2SM TSRA
BR OVC012CB FM161600 24010G20KT P6SM BKN060 BECMG
1621/1623 23010KT FM170200 23006KT P6SM FEW050 RMK NXT
FCST BY 161500Z -

PITTSBURGH

PIT SA161400 161351Z 28005KT 10SM FEW028 SCT120 24/17 A3002 RMK AO2
KPIT SLP161 T02440172 -

SA161300 161251Z 30005KT 10SM FEW022 SCT060 SCT120 23/17 A3000
RMK AO2 SLP155 T02330172 -

FT161121 161120Z 1612/1718 30006KT P6SM SCT040 FM161500 28012KT
P6SM SCT040 FM170100 VRB05KT P6SM SKC -

CLEVELAND HOPKINS

CLE SA161400 161351Z 31012G18KT 10SM SCT042 24/14 A3003 RMK AO2
KCLE SLP162 T02440139 -

SA161300 161251Z 28012KT 10SM SCT038 23/14 A3001 RMK AO2 SLP156
T02280144 -

FT161121 161120Z 1612/1718 26006KT P6SM FEW025 SCT040 FM161500
28012G18KT P6SM SCT040 FM170000 27005KT P6SM SKC -

CHARLOTTE DOUGLAS

CLT SA161400 161352Z 17003KT 10SM BKN010 BKN085 OVC250 26/23 A3006
KCLT RMK AO2 SLP171 T02610228 -

SA161300 161252Z 16005KT 10SM BKN010 BKN027 OVC250 25/23 A3004
RMK AO2 SLP164 T02500228 -

FT161409 161407Z 1614/1712 17004KT P6SM SCT015 BKN025 TEMPO
1614/1616 BKN015 FM161600 14005KT P6SM BKN040 FM170600
17003KT P6SM SCT035 BKN250 -

DETROIT WAYNE COUNTY

DTW SA161400 161353Z 27009KT 10SM CLR 23/13 A2999 RMK AO2 SLP151
KDTW T02330133 -

SA161300 161253Z 27008KT 10SM CLR 22/14 A2999 RMK AO2 SLP149
T02220144 -

FT161124 161122Z 1612/1718 27007KT P6SM SKC FM161400 27015G21KT
P6SM FEW060 FM162300 26010KT P6SM SKC FM170500 24006KT
P6SM SKC FM171500 25012KT P6SM SCT045 -

***** END OF SUPPLEMENTARY MET *****

***** REMAINING ALTERNATES AIS *****

LONDON Gatwick

EGKK ///Crew must use CARD for Rwy08L/26R and Rwy08R/26L take-off

LGW data due to revised obstacles.

CARD has been updated. Perf Manuals will be updated at the
next revn.

///RNAV RAIM PREDICTED OUTAGE -

Aug 16 1407-1410

17 1403-1406

---London Departure Speed Control.

All acft dep on SIDs fm LHR/LGW must adhere to the proc of
maintaining 250kts below FL100.

If Min Clean Speed is higher then operate at this speed and
advise ATC. If adherence to SID track requires a slower
speed adv ATC.

Pilots are reqstd not to ask the controller for the removal
of the dep speed restriction unless there are overriding
safety reasons or the acft configuration requires it.

This is now a perm proc.

///All mvmnts onto stand 18 require marshalling til Aug 161700

STANSTED

EGSS ---STAR ASKEY 2L - For flight planning purposes only -

STN FL140 by D10 before KENET.

---STAR ABBOT/CASEY 1D (Chart 40-2) hold at LOGAN 290 degs
inbound. Track from LOGAN to CLN - 290 degs.

---General chart 10-3 Arrival 1. SPEED 180-170kt when first
established on ILS. 170kt to D5.

---Visual chart 4-1 NDB SSD 429 withdrawn.

CARDIFF Wales

EGFF ///AD PPR 2100-0500 HN exc sked flts fm Aug 15-Oct 31.

CWL ---Reports of lasers being directed at acft. Report any incidents to ATC with info on location if poss.
---ALVIN 1B SID suspended til Nov 26. Expect a BCN 1B SID instead.
---If opr an adhoc posn flt pse do not depart earlier than the published STD due to coordinated RWY slot restrs at LHR/LGW
---Rwys 12/30 now avbl with (E) status

MANCHESTER

EGCC ///RWY 05L/23R clsd. RWY 05R/23L avbl.

MAN AUG 16-27 SUN-THU 2130-0500.

///TWY J WIP til late Sep btn int with RWY 05L/23R and TWY JA.

Due closure of this part of twy acft unable to dep RWY 23R or vacate RWY 05L via TWY JA will be required to back-track rwy as directed by ATC. Declared dist for RWY 23R fm TWY JA TORA/ASDA 2567M TODA 2870M.

RWY 05L/23R turning circle has an unlit painted yellow CL and inset blue edge lgts beyond rwy edges.

Acft are to manoeuvre in a clockwise direction.

TWY JS perm removed fm service.

///RWY 05L ILS CAT 1 til Aug 311800.

---RWY 05R ILS (chart 50-2) in plan outbound on 220deg to read D11.7 IMC/D14 MCT

---Gnd hldg trial in effect for MAN to LHR services where abn hldg exists at LHR due strong wind. Crew will be notified by MAN TWR that the proc has been activated and crew should request remote hldg (max extra gnd hldg will be 15mins).

The descent to LHR should be planned to be lvl at bottom level of the BNN hldg stack. Pls complete feedback form provided with crew brief and hand to DFCM T5.

---RWY 23L RNAV apch not avbl til Oct 151700.

GLASGOW Abbotsinch

EGPF ---Airspace re-sectorisation SW of GLA may cause dlas/hldg til

GLA Sep301900 SRA apchs not avbl.

---RWY 05 TORA/ASDA 2658 TODA 2783 LDA 2661

RWY 23 TORA 2661 TODA 3090 ASDA 2812 LDA 2356

05 fm link F TORA/ASDA 2360 TODA 2485

05 fm link E TORA/ASDA 2159 TODA 2284

05 fm link D TORA/ASDA 1661 TODA 1786

23 fm link B TORA 2303 TODA 2732 ASDA 2454

23 fm link A TORA 2581 TODA 3010 ASDA 2731

---RWY 05 NDB (chart 50-5) - note to read -FAT offset 2deg
left of RCL-

---AIRFIELD SESMA PROFILE

Caution - RWY 23 Approach terrain. Note that at 1000ft
radio the height above the landing THR is approximately
1300FT.

---Crew report indicates a poss problem with the FMC missed
apch procs for RWY 05. Crews are to exercise caution and
closely refer to EAG charting for missed apch procs.

---Rwy 05/23 declared distances revised.

Rwy 05 TORA 2658m TODA 2783m ASDA 2658m LDA 2661m

Rwy 23 TORA 2661m TODA 3090m ASDA 2812m LDA 2356m

Crews must use CARD. Perf Manuals will be updated
at next revn.

Published landing wts remain valid.

---RWY 05 ILS CAT 3 GP flags may occur when blw GP and to
right of CL til Aug 311200.

---AIRFIELD SESMA PROFILE Short landing on RWY 23.

BIRMINGHAM

EGBB ---CHASE STARS (CHART 40-1) Designated 2B 1F 1G 1H changed to
BHX 3B 2F 2G 2H.

DUBLIN Collinstown

EIDW ///RUSH NDB RSH u/s til Oct 312359.

DUB ///RWY 28 ILS u/s Aug 13-Oct 07 2300-1700. Avbl 10 mins pn.

KEFLAVIK

BIKF ---RFF CAT 7 til Sep302359. CAT 8 or 9 avbl 20min PN.

KEF

TERCEIRA Lajes

LPLA ---RESTRICTED AIRFIELD B 01JUN10

TER ---RFF CAT 8.

---RWY 15/33 Declared distances (PERM) -

RWY 15 TODA to read 3314 instead of 3616.

RWY 33 TODA to read 3314 instead of 3609.

---RWY 15 180deg turn not auth.

---RWY15/33 LDA INCREASED TO 3314M. REVISED RWY15/33 MINIMA
AS DETAILED BELOW.

RWY15.

ILSC1 Z DA 410FT DH(HAT) 252FT RVR 800M.

ILSC1 DA 410FT DH(HAT) 252FT RVR 1600M.

LLZ/DME DA 520FT DH(HAT) 362FT RVR C-1600M D-1800M.

NDB DA 870FT DH(HAT) 712FT RVR C-2KM D-2KM.

RWY33.

ILSC1 DA 520FT DH(HAT) 340FT RVR 1600M.

LLZ/DME DA 720FT DH(HAT) 540FT RVR C-1600M D-2KM.

CIRCLING.

DA 1200FT DH(HAT) 1020FT RVR CATC-2.8KM CATD-3.6KM.

---180-degree turn on RWY 33 not permitted.

///RWY 15 NDB minima revised as flw - DA 900ft DH(HAT) 742ft
RVR 2km.

SANTA MARIA Vila D Porto

LPAZ ---RESTRICTED AIRFIELD F JUN98 B 01SEP05

SMA ---RWY 18 ILS (Chart 50-1) GIRIX hld revised to inbound 180deg
outbound 360deg outbound D20 VSM.

---RWY 18 ILS (Chart 50-1) GP revised from 2.75 to 2.8 degs.

ST JOHNS

CYYT ///LDG AND TKOF RWY 16 NOT AUTH. AUG 16 0930-2130.

YYT LDG RWY 34 AUTH. .

TKOF RWY 34 AUTH FM INT RWY 02/20.

DECLARED DIST -

RWY 34 TORA 4300 TODA 5300 ASDA 4300. AUG 16 0930-2130.

BA Note - RWY 34 distances not suitable BA ops.

---NDB ZYT (Outer Cove) decommissioned.

///RNAV(GNSS) RWY 16 LOC(BC) OR NDB 34(GNSS) AND
ILS/DME RWY 16 APCH NOT AUTH

---RWY 02 RNAV (GNSS) (chart 50-5) altitude at ESTEN to read
1400.

///RWY 16 ILS u/s til Aug 162230.

---RWY 34 ALS u/s

HALIFAX

CYHZ ///RWY 05/23 clsd Aug 211900.

YHZ ///RWY 14 ALS u/s during VMC Aug 161100-1900.

BERMUDA Kindley

TXKF ///RNAV (GNSS) RWY 12 LNAV/VNAV minima not authorised til
BDA Jan 202345 2011.

---AIRFIELD SESMA PROFILE

High energy apch more prevalent at this airfield.

Particularly associated with late change of RWY/apch type.

NEW YORK Kennedy

KJFK ---RESTRICTED AIRFIELD F MAR01 B 01DEC09

JFK ///RWY 22L clsd ldg to B747 acft

---RWY 13R/31L SE 3263ft clsd.

///RWY 13R and RWY 31L decl distances til Nov 15.

RWY 13L DTHR. TORA/TODA/ASDA/LDA 3428M.

FM TWY KK TORA/TODA/ASDA/3330M LDA -.

Full len (TWY PF) TORA/TODA 3428M ASDA 3369M LDA 2746M

Fm TWY PE TORA/TODA 3314M ASDA 3254M LDA -

Fm TWY PD TORA/TODA 3215M ASDA 3254M LDA -

Fm TWY PC TORA/TODA 3044M ASDA 2985M LDA -.

---Rwy 13R/31L shortened at East end of rwy.

Rwy 13R. TORA/TODA 3428m. ASDA 3369m. LDA 2746m.

Rwy 13R T/O data - Use TEMP data from CARD from normal full
length posn (TOR 3428m)

Rwy 13R Ldg data - Use JFK Rwy 31R for comparison ldg wts.

Rwy 31L. TORA/TODA/ASDA 3330m. LDA 3428m.

Rwy 31L T/O data - Use Instxn data for Twy KK (TOR 3330m)
from CARD.

Rwy 31L Ldg data - No change to published lengths.

---RWY 13R THR disp 2043ft.

///// Surface Flow Metering //

During peak times JFK will use Surface Flow Metering.

Advised on the ATIS.

Please see hand out for details and contact Speedbird

Ramp Control 129-15 for expected taxi time.

---RWY 04R ILS GP u/s.

---RWY 04L IAP - VOR procedure not authorised.

---The BELMONT Visual proc for RWY 22L is not approved for BA
acft. If offered request another proc.

///RNAV RAIM PREDICTED OUTAGE -

Aug 16 1404-1407

17 1400-1403

---RNAV GPS Y RWYs 04L 31L and 31R

MISSED APPROACH BUST HEIGHT CHANGED TO 2000 1990.

---VOR CRI unusable btn 305-310 SFC-UNL.

///RWY 13R 2 PAPIS (3 DEGREE) LH ADDED. FIRST OFFSET 22DEGREE
LEFT. 2ND WITH TRANSITIONAL TCH.

///SID RNAV SKORR 3 (Chart 30-1) routeing. Correct SKORR 2 to
read SKORR 3.

---PWL TWO arr - MEA ALB - ATHOS 8000 due to ALB VOR restr.

MEA RKA - PETER 10000 due to RKA VOR restr. radar reqd.

---STAR PARCH1 RNAV TRACKS via CRAIL and CAPIT WPS not auth.

Expect radar vectors to final apch course prior to ROBER.

---STAR KINGSTON EIGHT- LENDY int then via LGA R-315 to LGA
VOR/DME MEA 3000. Radar reqd.

---AIRFIELD SESMA PROFILE

Go around from above 1000ft

Go around from below 1000ft

TCAS resolution advisory

Too high at 1min to touchdown

Excessive bank near ground (below 20ft AGL)

High rate of descent below 200ft

MONTREAL Trudeau

CYUL ---LVP not auth til Oct 081900.

YUL ---RWY 10 LLZ and LLZ/DME DA 720FT (HAT 623FT) VIS 1.5SM.

NDB DA 780FT (HAT 683FT) VIS 1.5SM

///RWY 24R ALS u/s Aug 18-19 1100-2000.

///SID MICHE THREE DEP not auth.

///AMEND MICHE THREE DEP- PLAN VIEW- V300 BTN MICHE AND YJN-
EVEN ALT DIRECTION OF FLT ARROW TO POINT TO MICHE VICE YJN.

---Chart 10-5 taxi note added fm Jun 030001. Left turn fm E B1

B3 on B prohibited. Acft going to T or Q land long so as to
exit in hldg bay 24R.

---SID HUMUS TWO DEP not auth.

---SID KANUR TWO DEP not auth.

STEPHENVILLE Harmon Field

CYJT ---RESTRICTED AIRFIELD B 01JUN07.

YJT ---RWY 09 LLZ backbeam Chart 50-2 FAF TANGO renamed DANAV
fm Jun 030001.

---AD Elev and minima revised

AD Elev 81ft

Rwy	Procedure	DA(ft)	DH(HAT)(ft)	RVR
09	LLZ (Back Beam)	480	463	1.5sm
09	NDB/VOR	700	683	2.0sm
09	NDB	1160	1143	3.0sm

27	ILS C1	340	259	4000ft
27	LLZ	1100	1019	2.5sm

Circling	1100	1019	3.0sm
----------	------	------	-------

Perf Man will be amended at next rev.

NEWARK New York

KEWR ---GROUND CHART 10-3 ADD RUNWAY AVAILABILITY.

EWR RWY 22L TKOF FM TWY Y INT - 2492M/8175FT

AND TWY K INT - 2187M/7175FT.

RWY 04L TKOF FM TWY N INT - 2259M/7413FT

TAKE OFF FROM TWY PB - 2761M/9060FT

TAKE OFF FROM TWY PC 2899M/9510FT

RWY 22R TAKE OFF FROM TWY M INT 2869M/9500FT

RWY 04R - TAKE OFF FROM TWY V INT - 2676M/8780FT

---RWY 22L ILS LLZ u/s beyond 30deg left side.

///RWY 04L PAPI UNUSABLE 5 DEG LEFT OF C/LINE.

---STAR SHAFF SIX ALB and BAF transition radar required to
TALCO int due VORTAC ALB restrictions.

---NEWARK EIGHT dep add - GREKI departures expect vectors
to CMK/CMK R-057.

---STAR DYLIN FOUR- change Washington center freq to 132.52
vice 132.53.

---On apch charts MSA figure 25 located aprx 8nm east of
RWY 11 raised to 29.

---VOR -ARD- radial 300 thru 353 u/s below 5000ft.

---STAR PHLBO TWO- change Washington center freq to 132.52
vice 132.53.

---ALL STARS REMOVE NOTE- SPEED MAX 250KT BELOW 10000FT.
STAR FLOSI 1 (Charts 40-1 40-2)Add Note- TURBOJET and TURBO
PROP acft 250K or greater are authorised.

North Atlantic arrivals via BOS file BAF Transition.

STARs HELON 1 RUUTH 1 AND PENNS 2 under production.

--Pending clarification BA crew to plan max 250kts below
10000ft.--

---PORTT ONE RNAV SID renamed PORTT TWO.

Routeing changed after PORTT to -

Via assigned transition or expect vectors to assigned dep
fix.

BAYYS dep exp vectors to BDR VOR/DME dct BAYYS.

COATE dep exp vectors to BDR VOR/DME dct COATE.

DIXIE dep exp vectors to ELVAE dct COL VOR/DME dct DIXIE

GREKI dep exp vectors to CMK VOR/DME dct GREKI.

HAAYS dep exp vectors to HAAYS.

MERIT dep exp vectors to LGA VOR/DME dct MERIT.

WAVEY dep exp vectors to JFK VOR/DME dct WAVEY.

WHITE dep exp vectors to ELVAE dct COL VOR/DME dct WHITE

See chart G4 for waypoints/facilities.

---RWY 22L OM removed.

---RWY 22L GLS PROC N/A.

---RWY 22L ILS (CHART 50-4) EU OPS MINIMA TO READ
(MDA/HAT/RVR) CAT C D 210/200/1800

---SESMA Profile. TCAS RA generated by VFR tfc particularly
helicopters abm final apch.

---FLOSI ONE RNAV - Due to coding error acft via ALB to file
HANAA ALB FLOSI ONE EWR.

---HELON 1 arr - mea TALCO - WEETS 8000ft due ALB VOR restr.
Radar required.

---SID MARINER TWO. Change tkof RWY 4L/R dep rte description
to read - Climb via hdg 060 upon crossing 4d RWY 04R ILS
(use RWY 4L ILS only if 4R ILS not avbl) Turn left hdg 290
maintain 3000ft. Thence chg tkof RWY 11 dep rte description
to read - Climb via hdg 060 (do not proceed E of COL R023).
Upon crossing 4d RWY 04R ILS (use RWY 4L ILS only if 4R ILS
not avbl). Turn left hdg 290 maintain 3000ft. Rest unchgd.

---RWY 29 PAPI 5deg L of course u/s.

NEWBURGH Stewart

KSWF ---RNAV (GPS) RWY 16 - PROCEDURE NA HN.

SWF ---RWY 09 ILS CAT II - PROC NA.

---HUDSON 1 STAR (chart H2 add wpt TRESA on track 316deg

from PWL. TRESA PWL 12d/IGN 13d N4152.8W07249.1.

WINDSOR LOCK Bradley Intl

KBDL ///RWY 33 ILS LLZ u/s Aug 171200-1930.

BDL ---RWY 06 ILS CAT 2/3 not auth.

---BRADLEY 7 SID (chart G1) renamed BRADLEY 9 RWY 19 N/A.

RWY 01 climb ahead to 1000 or as assigned for radar vectors

Chart notes added - 6. Radar required. 7. Initial dep hdgs

are designated for avoidance of noise sensitive areas.

Compliance and awareness are important in minimising noise on surrounding areas.

Chart note 3 -Use freq depicted wi sector where first fix/

navaid for route is located - removed. Note added -

appropriate dep freq to be assigned by ATC.

---ILS 06 (Chart M1) RPT PENNA relocated to I BDL 12.8d.

ILS 33 (Chart M3) RPT HADUX relocated to I IKX 12.2d

Minimum at HADUX 2500 2330. NDB 06 (Chart P1) withdrawn.

TORONTO L B Pearson

CYYZ ///RWY 15R/33L clsd Aug 161000-172200.

YYZ ---RWY 23 TODA 3689M (12104FT). Term 3 122.875 removed.

terminal 3 apron now north apron. Boundary btn north apron

and south apron relocated to PIER E btn gates 142 and 143.

General Chart 10-9 apron note added - All acft must ctc

apron advisory prior to entering apron pushback or taxi.

---RWY 23 THR disp 200ft beyond pub DTHR.

RWY 05 TORA 11120 TODA 11435 ASDA 11120 LDA 10985ft

RWY 23 TORA 11120 TODA 12104 ASDA 11120 LDA 10435ft

RWY 23 ILS or NDB apch - TCH to read 45ft vice 55ft.

RWY 23 DEP/ If full len reqd ctc GND CTL on initial ctc.

BA Cmpny Nte.

Rwy05 - Temp tkof data (TORA 3389m/11119ft) is avbl from

CARD.

Rwy23 ldg - use YYZ 06L (LDA 2956m) for comparison ldg

wgts. No revised profile hts/dists have been published.

---AIRFIELD SESMA PROFILE

High energy apch more prevalent at this airfield.

Particularly associated with late change of RWY/apch type.

---Rwy 23 TODA revised-

TORA 3389m ED 3389m TODA 3689m

CARD has been updated. Crew must use CARD. Perf Man will be updated at next rev.

---NDB ZLP u/s

---RWY 05 ILS CAT II/III not avbl.

OTTAWA Macdonald C

CYOW ///RWY 14/32 clsd Aug 16-17 1130-2230 avbl 2hr pn.

YOW ---STAR MEECH 6 upnumbered to 7.

Fly by Rpt ATUNI (N45 27.9 W075 41.0) added btn YOW and XOLTI 9.1NM fm YOW.

PITTSBURGH

KPIT ///RWY 10R/28L CLSD

PIT ---RWY 14/32 clsd

---RWY 10R/28L EAST 1920 FT CLSD EXC 650 FT EAST OF RELOCATED THR AVBL FOR TAXI.

---RWY 10R TORA/ASDA/LDA 9580. TODA/10580.

BA Cmpny Nte.

Temp Rwy10R tkof data for F/L POSN (TWY F) is avbl from CARD with TOR of 2919m. Use landing weights for Cleveland Rwy24R (LDA 2743m) with reduced Rwy10R LDA of 2919m.

---RWY 28L TORA/LDA/ASDA/TODA 9580.

BA Cmpny Nte.

Temp Rwy28L tkof data for TEMP INSET THR is avbl from CARD with TOR of 2919m. Use landing weights for Cleveland Rwy24R (LDA 2743m) with reduced Rwy28L LDA of 2919m.

---ILS OR LOC RWY 28L -

S-ILS 28L - NA.

S-LOC 28L - VIS CATS A/B RVR 5000 CAT C RVR 6000

CAT D 1 1/2 CAT E 1 3/4. INOPERATIVE TABLE DOES NOT APPLY.

---RWY 28R and RWY 32 Converging ILS procs (Charts M5 and M7) withdrawn. VOR/DME RWY 14 apch (chart N1) withdrawn.

---RWY 28L ILS cat 2 proc not avbl.

///RWY 28L ILS LLZ u/s.

---RWY 32 ILS u/s til Oct 012000.

---RWY 28L ILS GP U/S

---RNAV (RNP) Z RWY 28L PROC N/A.

---RWY 28L ILS CAT II u/s.

---RWY 28L ILS (chart M3)- PEETE waypt moved to MMJ 14.3d.

New waypt COSLU on LLZ at MMJ 11.2d (with hold 280degs inbd

right turns)

HALIN moved to MMJ 8d. KEERS waypt moved to MMJ 10d.

RWY 28R ILS (chart M4) and converging ILS 28R (chart M5)-

NASTY waypt moved to MMJ 13.1d.

---WEF Jun 03 - GRACE 2 STAR (Chart H2) renamed GRACE 3.

Transition SLT amended to go direct to EARED waypoint on
Tr 255 degs.

---RWY 10R ILS (Chart M2) and RWY 28L ILS (Chart M3) - Hold
at HLG revised to lefthand inbound 223 deg (South East).

---RWY 32 ALS u/s til Oct012000

CLEVELAND Hopkins

KCLE ---RWY 24R ILS or LLZ/DME and ILS CAT 2/3 GP intercept

CLE at LACIK 5000 or PUDSE 6000 not authorised.

---RWY 24L ILS or LOC amdt. MSA DRYER (DJB) VOR/DME 25NM
360-360 3100.

---RWY 24R ILS CAT 2 amdt. MSA DRYER (DJB) VOR/DME 25NM
360-360 3100.

---ABERZ ONE ARRIVAL (CHART H1) repl by ZABER ONE. Waypoint
name ABERZ changed to ZABER.

CHARDON ONE ARRIVAL (Chart H2) repl by CHARDON TWO. Add
transition fm BFD (N4147.2 W07837.2) to CXR (270deg 116nm
MEA 11000).

HIMEZ ONE ARRIVAL (Chart H2) repl by HIMEZ TWO. Amend hdg
fm HIMEZ to read 155deg.

KEATN THREE ARRIVAL (Chart H4) replaced by KEATN FOUR. Acft
ldg RWY 06L/R tr 323deg (DJB 143R) fm KEATN and expect
radar vectors.

WEF Sep 23 -

KEATN FOUR ARRIVAL replaced by KEATN FIVE.

Lndg RWY 24L/R - Depart KEATN hdng 345degs. Expect radar
vectors to final apch course.

Lndg RWY 06L/R - Depart KEATN via DJB R143 to DJB VOR/DME.
Expect radar vectors to final apch course.

---RNAV (GPS) RWY 24L (chart L6M) amended- Tr fm SUPME to
RILKE increased to 295deg.

SORDE FAF replaced by SCOTZ 3000 2220 N4129.2 W08143.7.

Stepdown fix BLESU N4126.2 W08148.5 introduced 2nm fm
RWY 24L 1460 680.

Missed apch amended to read-

-Climb to 3000 dcl to HASLE and via T177degM to SAROW
 N4106.6 W08152.0 and hold (178deg inbd 4nm RH turn).RDH 51.
 RNAV (GPS) RWY 24R (chart L7M) amended. Tr fm SUPME to
 OGNEE increased to 298deg. Hold at DJB reduced to 4nm.
 BECAT FAF replaced by JEDSU N4129.3 W08144.0 3000 2220
 (6.2nm fm OGNEE). ACAPO replaced by FIDIN N4126.5 W08148.4
 160 0 820 (2.4nm fm RWY 24R). RDH 51.

---ILS or LLZ/DME RWY 24R (chart M9) amended. FAF and GP intcp
 moved to JEDSU 3000 2220. BECAT and ACAPO wpts removed.
 Step down FIDIN (I-PVY 2.1) introduced with alt at or above
 1600 820. Tr fm CXR DME to PUDSE reduced to 288deg.
 RDH reduced to 51.

---Dep proc added. RWYs 06L and 06R climbing left turn to
 intercept DJB VOR/DME R082 to 2600 before proceeding on
 course.

---ILS CAT II RWY 06R (chart M13) rescinded. New converging
 ILS RWY 24R. ILS primary RWY 24R (simultaneous
 close parallel) and LDA primary RWY 24L (simultaneous close
 parallel procs added.

---ILS 06R (chart M4) MAP to read Climb on TR 072deg to intcp
 CXR 265R to LEBRN (CXR 22D) and hold (right turns 265deg
 inbound) at 3000.
 LDA/DME 06R (chart M5) MAP to read Climb on Tr 150deg to
 intcp DJB 096R to IXORE (DJB 25.5d) and hold (right turns
 096deg inbound) at 3100.
 RNAV (GPS) 06R (chart L4) MAP to read Direct to MOMBE then
 on Tr 098deg to LEBRN (N412708.01 W081 38 36.22) and hold
 (right turns 278deg inbound) at 3000.

---RWY 06R apch lgts removed.

---RWY 24R ILS or LLZ/DME amdt.
 MSA DRYER (DJB) VOR/DME 25 NM 360-360 3100.

---RWY 06L ILS amdt.
 MSA DRYER (DJB) VOR/DME 25 NM 360-360 3100.

CHARLOTTE Douglas

KCLT ///RWY 18C/36C clsd Aug 16-20 0330-1030.

CLT ---RWY 18L GP u/s.

---VOR FML decomissioned.

---SID ZAVER1 (RNAV) dep ctl VHF freq is 120.5 vice 125.0.

---RWY 36R LLZ DA 1120FT (HAT 393FT) RVR 4000FT.

---RWY 18L I-VKQ LOC u/s beyond 25deg left/right of course.
---RWY 23 ILS delete note GP unusable below 1100ft.

DETROIT Wayne County

KDTW ---RWY 09L/27R clsd.

DTW ---RWY 03R ILS or LLZ amdt- HOKKR fix minimums n/a.

---RWY 22R ILS Y not avbl

---RWY 04L ILS Y not avbl

---RWY 22L ALS U/S

---RWY 22R minima revised as flws due crane.

LLZ DA 1100ft DH(HAT) 458ft RVR 5000ft

***** FOLLOWING ALTERNATES HAVE NO ITEMS *****

YYR BGR YQM

***** END OF SUPPLEMENTARY AIS *****

***** NEXT SECTORS FOR AIRCRAFT IIF *****

FLIGHT NO	SECTOR	STD	PTD	ETD	STA	PTA	ETA
BA292	IAD-LHR	0205	0205	P0210	0915	0915	P0920

CODESHARE FLIGHT NOS: NONE APPLICABLE

FLIGHT NO	SECTOR	STD	PTD	ETD	STA	PTA	ETA
BA109	LHR-DXB	2040	2040	?2040	0335	0335	?0335

CODESHARE FLIGHT NOS: AA6419/18 AMERICAN AIRLINES
IB7626/18 IBERIA

***** END OF AIRCRAFT SECTOR INFORMATION *****

***** END OF BRIEFING *****

