APPENDIX M

LOFT APPROVAL
&
DESCRIPTION

U.S. Department of Transportation
Federal Aviation Administration

FLIGHT STANDARDS DISTRICT OFFICE 19
One Thorn Run Center, Suite 200
1187 Thorn Run Extension
Coraopolis, Pennsylvania 15108

April 1, 1993

Captain William Mathis
Director - Flight Operations & Standards
USAir, Inc.
Pittsburgh International Airport
P.O. Box 12346
Pittsburgh, Pennsylvania 15231-0346

Dear Captain Mathis:

This letter is in reference to your letter of March 29, 1993, requesting initial approval for USAir's Recurrent Loft program. Initial approval is granted to these programs with an effective date of April 5, 1993. The Recurrent Loft Flight Training Modules are approved as listed in the Flight Operations Training Manual for the following programs:

MD-80 Recurrent Loft
DC-9 Recurrent Loft
B-727 Recurrent Loft
B-737-200 Recurrent Loft
B-737-300/400 Recurrent Loft
B-757/767 Recurrent Loft
F-28 Recurrent Loft
F-100 Recurrent Loft

The expiration of this initial approval is April 30, 1995. This office requests USAir, Inc. provide at least seven days advance notice of any training to be conducted under this curriculum to allow for evaluation of the training in accordance with FAR 121.405(b) and (c).

Approval is also granted for each loft scenario as submitted with your request. Please ensure that the Recurrent Loft Scenario numbers are listed in the FOTM.

Approval of this recurrent program is also based on the understanding that all USAir pilots will receive training in LDA approaches by May 1, 1994.

Sincerely,

[redacted]

David L. Bowden
Principal Operations Inspector

M-1

USAir

Date: JANUARY 18, 1994

Interoffice Correspondence

To: ALL B-737-300/400 CHECK PILOTS

From: FLIGHT MANAGER - B-737-300/400

Subject: RECURRENT LOFT (RLF) B-733-RLF-2

Enclosed is LOFT 394 to be used effective February 1, 1994. A slightly different scripting format is utilized this year which will be common to all aircraft types at USAir. The 1993 LOFT was designed to be a low threat introductory effort to integrate CRM topics into our training environment. LOFT 394 will provide an enhanced briefing and LOFT scenario to improve upon our beginning efforts. Some highlights of these enhancements are as follows.

A. Briefing guidance which provides particular discussion topics pertinent to the LOFT scenario.
B. Increased workload. To begin to really examine certain aspects of CRM training, all aircraft types were directed to create more complex situations. To that end, a deicing event is required at CLT, and a single engine taxi with an inoperative APU is required at GSO.
C. CRM is CREW resource management. To emphasize this, a Flight Attendant is involved in an abnormal procedure.
D. Specific guidance for using "ATC CHATTER" and sending ACARS messages is provided for use in the PIT simulators.
E. Introduction to LDA and FMC visual approaches in RLF training.
F. More PT type events are included in the first two legs of the LOFT. The time required to do this is three hours. Therefore an additional ten minute break is required between legs one and two.
G. "TRAIN THE WAY YOU FLY". Real world vectoring will be utilized during the CAT II approach. In order to comply with ATC speed requests, the crew will need to delay configuring the final landing gear and flaps. Both the briefing and LOFT scenario scripting will facilitate this.

LOFT 394 is intended to create situations where CRM skills such as workload management, team building, and perhaps conflict resolution will be required to complete the LOFT. It is imperative that the Check Pilots be thoroughly familiar with the briefing and all aspects of the scripted scenario to effectively administer this LOFT.

M-2

RLF 394 BRIEFING

Paperwork and Preflight Video (10 min.)

Team Building - Captain Briefing (10 min.)

- One of the goals of the 1993 RLF was to emphasize the importance of the Captain's briefing. The purpose of this briefing is to create an environment where all crew members are encouraged to bring operational concerns to the Captain. Captain can you think of an example of safety of flight items that a Flight Attendant might relay to you? (How about the speed brakes up for takeoff?)

- Can you see how giving a good briefing can enhance your pilot-in-command authority and make your decision making process easier? (Crew members bring information to you because you are in command, and the more information you have, the easier it is to solve problems.)

- Have you changed the way you brief crew members in the last year?

- Do you know that Flight Attendants and First Officers expect a briefing from you?

- First Officer, have you noticed any improvements in this area?

- What briefing items do you appreciate or dislike?

- Are Captains briefing the Flight Attendants more now than a year ago?

Deicing Procedures (15 min.)

- First Officer, the temperature is 50° F and a light rain is falling as you begin your preflight inspection of the aircraft exterior. What additional precautions must you take during this inspection? (Inspect the top of the wing from inside the main cabin for ice accumulation. Pilot's Handbook page 3-51-2,3)

- You notice ice is forming on the cold soaked wings, and determine that deicing is required. How would you handle a situation where the Captain felt it was not necessary? (Discuss inquiry and assertiveness.)

- Captain can you see how this assertiveness should be received in a positive way as a genuine attempt to help you decide to deice the airplane. and not as an affront to your authority?

- First Officer, can you see the need to present your opinion in a professional and diplomatic manner?

- Would the Pilot's Handbook and Flight Operations Manual (FOM) be an effective resource to resolve this conflict? (Specific requirements for deicing are set forth.)

M-3

Deicing Procedures (cont'd)

- The Captain decides to deice the airplane, and you taxi out in the aforementioned weather. Are there any special procedures to follow? (Engine anti-ice must be on for taxi, and a pretakeoff check must be made of the wings.)

- Do you understand that on the 737 this inspection is the same regardless of whether or not you have exceeded the holdover time?

- Can you see how computation of holdover times is really only a guide for estimating anti-icing fluid effectiveness on the 737? (You do the same inspection whether or not you have exceeded the holdover time.)

- Your aircraft today will have snow on the wings when you perform a "Receiving Check". There will also be 1/4" of slush on the runway. It will be assumed that deicing has been requested by the Captain. You as a crew must decide how to proceed based on actual weather conditions. THIS AND ALL OTHER SEGMENTS OF THE LOFT ARE DESIGNED TO ALLOW YOU TO PROCEED TO YOUR DESTINATION. PLEASE KEEP THIS IN MIND AS YOU MAKE YOUR DECISIONS.

WORKLOAD MANAGEMENT (10 Min.)

Emergency Situations create very high workload environments for flight crew members. The level of stress can vary greatly depending on the emergency. Human beings do not always function at their best in these situations. It may well take the combined efforts of all crew members to safely deal with an emergency. One of the best tools to manage your workload in this situation is the proper use of the EMERGENCY checklist. We use the challenge-response-response method while completing this checklist.

- Captain, with this in mind, describe how you would handle an engine fire.
- How would you handle a situation where you had to reject a takeoff for an engine fire, and decided to evacuate the airplane? (Discuss the importance of considering flap extension prior to shutting down the engines to aid in passenger evacuation over the wings.)

M-4

TRAIN THE WAY YOU FLY - LDA APPROACHES (15 min.)

It is common practice for ATC to request a speed higher than final approach speed until reaching the outer marker. Our profiles in Chapter 18 provide configuration guidance for "ideal" ATC vectoring. Page 18-40-1 of the Pilot's handbook addresses the discretion the crew may use in delaying extension of the landing gear and final landing flaps to accommodate ATC speed requests, or in the event of capturing the glideslope well outside the outer marker. (Brief discussion of this page.)

- In keeping with our "Train the Way You Fly" philosophy, you will be asked to maintain a specific speed as long as feasible during an ILS approach today. Feel free to delay configuring the aircraft as long as you are comfortable, keeping in mind that you are required to be stabilized and on proper speed by 1,000 AGL.
- Due to the timing that is required on many non-precision approaches, can you see how this configuration delay would not be suitable for these types of approaches.

Instrument approaches create an increase in cockpit workload. Confusion about approach procedures can increase workload further. We will be shooting the LDA DME 18 approach at DCA today. Is this a straight in or circling approach? (By definition, it is circling because the final approach course is more than 30° of the runway center line.)

- Can you use straight in landing minimums? (yes)
- Do we need circling weather of 1,000 foot ceiling and three miles visibility to begin this approach? (no)
- This approach has a glide slope. Is it a precision approach? (No, because its minimum is published as an MDA.)
- If you use the autopilot APR mode to couple this approach, and set the MDA in the altitude window, will the autopilot level the aircraft off at the preselected altitude? (No, because when the glide slope is coupled, the altitude capture function of the AFDS is inhibited.)
- Can you see that good workload management would involve a thorough approach briefing, resolving any procedural conflicts prior to beginning this approach?

LOFT SCENARIO BRIEFING (15 MIN.)

- You are to perform a Receiving Check on an aircraft that the F/O has reported to have snow on the wings.

- You will be parked at gate C-19 in CLT. You will be pushed back and told to taxi to runway 18L. Visual cues for taxi are limited. (Discuss the taxi route at both CLT and GSO. Crew should feel free to ask for "progressive". In the PIT simulator the jetway at GSO where we park will be identified with red lights.

- There are no ground personnel in the visual, so just simulate all wave off and parking events.

- TCAS is inop.

M-5

PITTSBURGH SIMULATOR OPERATING GUIDE FOR RLF 394
(Complete all items prior to the crew being seated.)

A. Press "Sim Control" button on lower left side of the Instructor's Panel.

B. Line select "Slews and Pushbacks" on line 18.

C. Line select "90 degree turn" on line 12 until "Capt." does not appear or the word "NO" does appear.

D. Select page two or three of the "Environment" page and insert a winds aloft altitude of 20,000 feet, and a wind direction 230 degrees at a speed of 80 knots. (This tail wind will reduce the enroute time during the GSO-DCA segment. Climb performance will deteriorate as you climb through 20,000 feet, but eventually return to normal.)

E. Press the "LOFT" button on the lower center control panel.

F. Line select LOFT 394.

G. Line select CLT weather on the top left of the screen.

H. Line select "Forward Entry Door" and "Cargo Door". (This indicates these doors are open as normally occurs at the gate.)

I. Input a fuel load of 15,500 lbs. and a gross weight of 115,500 lbs. on the top right hand side of the same screen.

J. Press the "Gate" button on the lower instructor's control panel. You are now parked at gate C-19 at CLT.

K. Allow the crew to be seated and refer to the scenario scripting to conduct the LOFT. Line selecting certain programmed items such as "ATC Chatter" or "ACARS Messages" will put a different page on the screen. Once you have utilized the appropriate function of this page, use the "PREVIOUS PAGE" key located on the left side of the numbered keys on the lower left control panel to return to the main LOFT menu page. (These functions are available in the PIT simulators only.)

L. The logbook should contain an MEL sticker for the inoperative TCAS. During the LOFT if an item becomes inoperative, do not write this up. Tell the crew to simulate all appropriate logbook and maintenance action has taken place and they need only check the MEL book for any actions required on their part.

M-6

CHARLOTTE 300 #3
SIMULATOR OPERATING GUIDE FOR RLF 394
(Complete all items prior to the crew being seated.)

A. Press "TOTAL RESET"

B. Press "LOFT INDEX"

C. Line select 20 (upper CRT) and input total fuel of 15,500#.

D. Line select 25 (upper CRT) and input gross weight of 115,500#.

E. Line select LOFT scenario 394 (upper CRT).

F. Line select 01 (lower CRT). This presets CLT weather for departure. Select "RAMP" on right side of upper CRT to position simulator to CLT gate C-19.

G. Line select "Forward Door Open" and "Cargo Door Open". (This indicates these doors are open as normally occurs at the gate.)

H. Allow the crew to be seated and refer to the LOFT scenario scripting to conduct the loft.

I. The logbook should contain an MEL sticker for the inoperative TCAS and ACARS. During the LOFT if an item becomes inoperative, do not write this up. Tell the crew to simulate all appropriate logbook and maintenance action has taken place and they need only check the MEL book for any actions required on their part.

NOTE: To return to LOFT scenario presets at any time, select "LOFT INDEX" key, line select "LOFT SCENARIO 394" (upper CRT), line select 01 (lower CRT).

M-7

CHARLOTTE 300 #2
SIMULATOR OPERATING GUIDE FOR RLF 394
(Complete all items prior to the crew being seated.)

A. Press "TOTAL RESET"

B. Use keyboard "PAGE" button then #1 and INSERT

C. Line select #8.

D. Line select #2, Input fuel of 15,500#.

E. Line select#8, input GW of 115,500#.

F. Line select LOFT 394, second screen appears, line select #1 again to set CLT weather. Press RWY HDG to position simulator at CLT gate C-19.

G. Line select "Forward Door Open" and "Cargo Door Open". (This indicates these doors are open as normally occurs at the gate.)

H. Allow the crew to be seated and refer to the LOFT scenario scripting to conduct the loft.

I. The logbook should contain an MEL sticker for the inoperative TCAS and ACARS. During the LOFT if an item becomes inoperative, do not write this up. Tell the crew to simulate all appropriate logbook and maintenance action has taken place and they need only check the MEL book for any actions required on their part.

NOTE: To return to LOFT scenario presets at any time, use keyboard "PAGE 1" and insert line select #8, line select #1.

M-8

RECURRENT LOFT

LOFT 394
1/18/94

Leg 1:

Departure Data	Problem Highlights	Arrival Data
Stn __ Flight 394 Gate __ Fuel # GW # Route CLT - GSO	1. 2. 3.	

Segment	Instructor Inputs	Communications	Weather	Probable Actions
Approach	- Select Approach Chatter. (PIT only) - On downwind, select Autothrottle Fail and APU Fail. - Prior to switching to tower frequency delete approach chatter. - Do not use tower chatter.	GSO: "Fly heading xx0°, descend to 4000, vectors ILS 23." GSO: (When turning base leg) "Slow to 170 knots." GSO: "Your position is six miles northeast of BRANT, turn left heading 270, maintain 4,000 until established. You are cleared for the ILS 23 approach. Maintain 170 knots as long as feasible." GSO: "Touchdown RVR 1200. Rollout RVR 800, runway condition dry." GSO: "Contact tower at BRANT on 119.1." Twr: "Wind 140/10 cleared to land runway 23."	ATIS ____ WIX ¼F 30/30 140/10 29.85 ILS 23 approach	
Landing or Miss	At 50 feet AGL, after Captain says "LANDING", give rejected landing.	Twr: (at 50 feet AGL) "Go around, there is a truck on the runway. Twr: "Turn left 090 maintain 3000, contact Departure on 124.35."		Captain's missed approach
Landing or Miss	Provide vectors for another ILS runway 23 approach	Dept: (When turning base leg) "Maintain 170 knots." Dept: "USAir 394, you are 5 miles N.E. of Brant. Maintain 3000 until established, turn left heading 270, Cleared ILS 23 approach, contact Tower at Brant on 119.1." Twr: "Wind 140/10, runway 23 cleared to land" Twr: "Contact Ground on 121.9.		
Taxi	- Increase visibility for taxi. - Give specific instructions to taxi to gate 48.(Gate 47 in sim #2) - Open doors. - Stop and Change Video Tape. - Clear autothrottle Fail.	Grd: "Taxi to your gate via Golf and Mike." Instructor: Advise F/O that if this was a real flight, a walkaround inspection (Predeparture Aircraft Check) would be required.		If second APU start is attempted, call for a ground observer.
Parking				Ensure crew checks IRS accuracy prior to shutting down the IRS.

RECURRI T LOFT

LOFT 394
1/18/94

Leg 2:

Departure Data	Problem Highlights	Arrival Data
Stn GSO Flight 394 Gate 48 or 47 Fuel 18,500 # GW 117,300 # Route GSO - DCA	1. APU Inop 2. Door seal leak reported by Flight Attendant	

Segment	Instructor Inputs	Communications	Weather	Probable Actions
Cruise	Select Center chatter (In PIT only give a frequency change while inputing the malfunction. This will cover up the air noise in the cockpit.) Select Slow Pressurization Leak when 40 miles south of RIC	F/A: FA reports air noise around Aft Serice Door. Center: "Descent and maintain FL230, I'll work on lower." Center: "Give left turn off airway and descent to 10,000. RIC altimeter, 29.98. When level at 10,000 give direct IRONS.		Abnormal rather than an Emergency Descent, should be started to 10,000 ft.
Descent		Center: (20 miles south of IRONS) "Contact DCA approach on 124.7."		
Approach	- Select Approach Chatter. (PIT only). - Advise gate H5 via ACARS (message #5) or radio.	DCA: "Depart IRONS heading 350° vectors for LDA DME.RW18 approach. Descend and maintain 3000." DCA: "Your position is four miles west of FERGI, turn right heading 110, maintain 3,000 until established, you are cleared for the LDA DME runway 18 approach." DCA: "Contact DCA Tower 119.1 at BESSE."	ATIS ____ 8ovc 2 38/36 270/10 29.98 LDA DME RW 18 approach.	Crew should brief correct LDA approach.
Landing	- Remove all Chatter (PIT only). - When aircraft clears runway, terminate LOFT.	Twr: "Wind 270/10 runway 18 cleared to land."		

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RECURR :T LOFT

LOFT 394
1/18/94

Leg 2:

Departure Data	Problem Highlights	Arrival Data
Stn GSO Flight 394 Gate 48 or 47 Fuel 18,500# GW 117,300 # Route GSO-DCA	1. APU inop 2. Door seal leak reported by Flight Attendant	

Segment	Instructor Inputs	Communications	Weather	Probable Actions
Preflight	- Start Video Tape - Select GSO weather & GSO gate. - Do not enter fuel (18,500 #) or gross weight (117,300#) until crew asks to be fueled. - Close all A/C doors - If crew asks, send ACARS message #3 for Takeoff Alternate RDU (PIT only) - Send APU MEL via ACARS (message #2) or radio.	Clearance: "CAF maintain 5000, expect FL250 within 10 minutes, Departure 124.35, Squak 0514." Agent: Weight and Balance (NO GSI message in CLT only) F/A: Seated & Stowed message.	ATIS ___ W1X ¼F 30/30 140/10 29.85 RW23	T/O alternate (RDU) If crew asks, give RDU weather: 15 ovc 3F 33/30 calm 29.83
Pushback	- Ensure push turns nose away from Captain. (Pushback left in sim #2) - Increase visibility for taxi if necessary.	Gnd Crew: Start #1 engine at gate, then push back. Ramp is congested. Unable to crossbleed start on ramp. (Maintenance refuses to start #2 engine due to proximity of external air access panel and #2 engine intake.)		Crew should contact ground for crossbleed start location
Start				Crew should consult P.H. for abnormal start.
Taxi	- Select Ground Chatter (PIT only) - Send "NO GSI" message #4 via ACARS (PIT only) - If crew asks, send ACARS message for takeoff alternate RDU. (PIT only)	Gnd: "Taxi to runway 23 via Mike and Golf." (Lima and Golf in sim #2) Crossbleed start permitted on taxiway Golf. Gnd: "Runway 23 RVR now 600/600/600."		Crew consults Pilot's Handbook for crossbleed start procedure
Takeoff	- Set 600 RVR for takeoff - Remove all Chatter (PIT only).	Twr: "Wind 140/10, turn left heading 090°, runway 23 cleared for takeoff." Twr: "Contact departure control 124.35."		
Climb	- Select Departure Chatter. (PIT only) -Select DCA weather	Dept: "Radar contact, turn left heading 040°, intercept J14 & maintain 13,000." Dept: "Contact Washington Center on 124.05" Center: Issue appropriate frequency changes and climb clearances to FL 250. (Center frequencies: 128.5, 127.35, 126.2)		

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TOW   394 A/C582          2018       *CAPT/SCC APPR*
T/O  CLT  WIND  1615      OAT  28   EAI
FLP       *RW18L SLUSH1/4 *RW18R SLUSH1/4
01 -MAX   137200          138500
05 -MAX   138100          138100
LND  GSO  WIND  1410      OAT  30
FLP       RW23  DRY
30        114000
40        114000
*RW18L    MTOW 117000  --  LND LMT*


FINAL W/B   CLT   394/09JAN   A/C582          2020
OPR WT   73500
PAX WT   23680              F  8  Y120
CGO WT    3200
GRS WT W/O FUEL  100380     ZFW   106500      *OK*
FOB               15000
GTOW             115380     MTOW  117000      *OK*
MIN F  465   MAX F 5000     PAX   128
TTLLOAD  IN  F     2000
0/0  MAC 20  STBLZR 4.7
                 OAT  28    ELV 749
FLP  RWY 18L                    RWY 18R
     V1M  V1  VR  V2        V1M  V1  VR  V2
01   119/137/139/148        119/137/139/148
05   119/131/133/142        119/131/133/142


DATA\WP\TOWWBMSG
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FLT 394 CLT /GSO ATN TRI / ETD 21.30 PAY 0251 RC 3461
AC 582 B737-300 MSC/E35 /290 ETE 00.18 LGW 1101 RGW 1131
RTE 1 0078NM TAS 351 GS 365 WIND P006 ELV CLT 00749
GSO 00926

	FUEL	TIME		
C[illegible] -GSO	0030	00.18	APPR 006	
A[illegible] N TRI/ ..	0033	00.27	0124NM	FL220
HOLD 15000 FT.	0044	00.50		
RESERVE	0040	00.45		
TAXI.....	0003			
TOTAL.....	0150			
CONTNGCY/XTR..	0000	00.00		
TANKER FUEL...	0000	00.00		
MINIMUM FUEL..	0150			

MEL OR CDL-

MEL 23-9 ER ACARS INOP

MEL 34-40 TCAS INOP PHONE 747 5619

IFR ROUTING
CLT.CLT070..3SO205.GSO
ATC FILED ALTITUDE 11

I HEREBY ACKNOWLEDGE RECEIPT OF THIS FLIGHT PLAN AND NECESSARY ATTACHMENTS AND CONSIDER ALL CONDITIONS INCLUDING MY PHYSICAL CONDITION SUITABLE FOR THIS FLIGHT. I HAVE ADEQUATE KNOWLEDGE OF ALL FACTORS AFFECTING THE ROUTE WEATHER NAVIGATION COMMUNI CATIONS TERRAIN OBSTRUCTIONS AND ALL APPLICABLE PROCEDURES AR REGULATIONS.

CAPTAIN.S PRINTED NAME EMPLOYEE NUMBER

CAPTAIN.S SIGNATURE

RC 3461 PLAN 0101 PAGE 01 OF 01

10NOV1303 0037 DUI

M-13

.FFXFPUS

DATE 11/10/93

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FLT    394    CLT /GSO   ATN TRI /     ETD 21.30  PAY 0251   RC 3461
F  582  B737-300      MSC/E35 /230     ETE 00.18  LGW 1101   RGW 1131
RTE   1  0078NM   TAS 351              WIND P006      ELV CLT  00749
                FUEL  TIME                                    GSO  00926
CLT -GSO .....0030  00.18  APPR 006
ALTN TRI/   ..0033  00.27  0124NM  FL220
HOLD 15000 FT.0044  00.50
RESERVE ......0040  00.45
TAXI.........0003                    TANKER FUEL......0000
TOTAL........0150                    TANKER TIME......00.00
CONTNGCY/XTR..0000  00.00            TANKER SAVINGS...$      0.
MINIMUM FUEL..0150

MEL OR CDL -

MEL 23-9 FR ACARS INOP

MEL  34--0 TCAS INOP                 PHONE 747 5619


 IFR FILED ROUTING
CLT.CLT070..GSO205.GSO
ATC FILED ALTITUDE 11

TO     DST MC  FL OAT  WIND DFT TAS G/S DTGO TME T/TME T/REM  BO T/BO
TOC    013 073 11 M01 30018 R04 192 202 0065 0.04 0.04 0.14  013 0013
CLT37 022 073 11 M06 29027 R03 351 371 0043 0.04 0.08 0.10  003 0016
T      011 029 11 M06 28027 R05 350 353 0032 0.01 0.09 0.09  002 0015
GSO    052 029                        0000 0.09 0.18 0.00  018 0030
              LAT    /LONG      VOR FREQ  ETE  ETA  ATA  FOB  AFOB TROP
CLT  FIELD N35 12.9/W080 56.6  ---.--  ..... .... .... 0147 ....  ...
TOC  ......N35 18.2/W080 41.4          00.04 .... .... 0134 ....  376
CLT37.....N35 26.9/W080 16.1          00.04 .... .... 0131 ....  377
TOD  ......N35 36.9/W080 11.0          00.01 .... .... 0129 ....  380
GSO  ......N36 05.3/W079 56.2          00.09 .... .... 0117 ....  380

   ALT      SPD  T/TIME TSO   RGW   MRGW  AWAR     PL       GWA
 11/        E35  00.18  0030  1131  1385  P006M03 0251     7 /1000
 09/        250  00.18  0030  1131  1385  P003M01 0251     5 /1000
             CLT/0090/
XXX ATC FLIGHT PLAN XXX
 FP USA113 T/B73S/R 351 CLT P2130 110
 CLT.CLT070..GSO205.GSO/0018
RC 3461 PLAN 0101 PAGE 01 OF 01
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M-14

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.. .. ..STATION COPY STATION COPY STATION COPY.. .. ..
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FLT 394 GSO /DCA ATN PHL / ETD 23.10 PAY 0279 RC 9282
AC 582 B737-300 MSC/E35 /290 ETE 00.37 LGW 1140 RGW 1190
 TE 1 0240NM TAS 430 GS 500 WIND P048 ELV GSO 00926
                FUEL TIME   DCA 00016
GSO -DCA .....0050 00.37 APPR 006
ALTN PHL/ ..0027 00.21 0106NM FL130
HOLD 15000 FT.0041 00.45
RESERVE 0040 00.45
TAXI..........0003
TOTAL.........0161
CONTNGCY/XTR..0020 00.11
TANKER FUEL...0000 00.00
MINIMUM FUEL..0181

MEL 38 CDL-

MEL 23-9 FR ACARS INOP

MEL 34-40 TCAS INOP

DISPATCHER PARRIS PHONE 747 5026
RELEASE TIME 22.10

TFR ROUTING
 30..GSO.J14.RIC.IRONS3.DCA
ATC FILED ALTITUDE 35
..
I HEREBY ACKNOWLEDGE RECEIPT OF THIS FLIGHT PLAN AND NECESSARY
ATTACHMENTS AND CONSIDER ALL CONDITIONS INCLUDING MY PHYSICAL
CONDITION SUITABLE FOR THIS FLIGHT. I HAVE ADEQUATE KNOWLEDGE
OF ALL FACTORS AFFECTING THE ROUTE WEATHER NAVIGATION COMMUNI
CATIONS TERRAIN OBSTRUCTIONS AND ALL APPLICABLE PROCEDURES
AND REGULATIONS.

.. ..
CAPTAIN.S PRINTED NAME EMPLOYEE NUMBER

.. ..
CAPTAIN.S SIGNATURE
..
..
RC 9282 PLAN 0101 PAGE 01 OF 01

21OCT1848 0053 DUI

M-15

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FLT    394    GSO /DCA   ATN PHL /      ETD 23.10  PAY 0279   RC 9282
AC 582  B737-300       MSC/E35 /290     ETE 00.37  LGW 1140  RGW 1190
RTE   1  0240NM   TAS 430              WIND P048      ELV GSO  00926
                FUEL  TIME                                    DCA  00016
GSO -DCA .....0050  00.37  APPR 006
P  N PHL/    ..0027  00.21  0106NM  FL130
h  D 15000 FT.0041  00.45
RESERVE ......0040  00.45
TAXI..........0003                      TANKER FUEL......0000
TOTAL.........0161                      TANKER TIME......00.00
CONTNGCY/XTR..0020  00.31               TANKER SAVINGS...$     0.
MINIMUM FUEL..0181

MEL OR CDL -

MEL 23-9 FR ACARS INOP

MEL  34--0 TCAS INOP
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DISPATCHER PARRIS                       PHONE 747 5026
RELEASE TIME 22.10

 IFR FILED ROUTING
GSO..GSO.J14.RIC.IRONS2.DCA
ATC FILED ALTITUDE 35

TO     DST MC  FL OAT  WIND OFT TAS G/S DTGO TME T/TME T/REM  SO T/SO
       003 318                 240 335 0237 0.01 0.01 0.36  305 3005
TCC    063 052 35 M10 24053 R00 317 370 0174 0.10 0.11 0.25  320 0025
JAXSN  007 022 35 M24 23063 L01 431 493 0167 0.01 0.12 0.25  301 0026
RIC    085 064 35 M24 23071 R00 430 501 0082 0.10 0.22 0.15  010 0036
TOD    004 018 35 M25 24082 R00 429 481 0078 0.01 0.23 0.14  000 0036
OJAAY  044 018                         0034 0.07 0.30 0.07  308 0044
DCA    034 019                         0000 0.07 0.37 0.00  306 0050
              LAT    /LONG      VOR FREQ  ETE  ETA  ATA  FOB  FFOB TROP
GSO  FIELD N36 05.9/W079 56.2  ---.--  ..... .... .... 0178 .... ...
GSO  ......N36 02.7/W079 58.8  116.20 00.01 .... .... 0173 ....  482
TCC  ......N36 38.2/W078 55.3         00.10 .... .... 0153 ....  482
JAXSN......N36 42.6/W078 47.4         00.01 .... .... 0152 ....  482
RIC  ......N37 30.1/W077 19.2  114.10 00.10 .... .... 0142 ....  473
TOD  ......N37 34.2/W077 18.4         00.01 .... .... 0142 ....  463
OJAAY......N38 17.6/W077 09.4         00.07 .... .... 0134 ....  463
DCA  ......N38 51.1/W077 02.3         00.07 .... .... 0128 ....  461

   ALT      SPD  T/TIME TBO   RGW   MRGW  AWAR     PL      GWA
 25/        E35  00.37  0050  1190  1385  P048M13 0279    19 /1000
 23/        E35  00.37  0050  1190  1385  P046M11 0279    19 /1000
             GSO/0230/
RC 9282 PLAN 0101 PAGE 01 OF 02
   XXX ATC FLIGHT PLAN XXX
 FP USA113 T/B73S/R 431 GSO P2310 250
 GSO..GSO.J14.RIC.IRONS2.DCA/0037

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TOW   394  A/C 582          2034        *CAPT/SCC APPR*
T/O  GSO  WIND  1410        OAT  30    EAI
FLP       *RW23  DRY       *RW05  DRY
01 -DER   126700            126700
05 -DER   124000            124000
LND  DCA  WIND  2115        OAT  38
FLP       RW18  WET
30        114000
40        114000
*RW23     MTOW 120000  --  LND LMT*


FINAL W/B   GSO   7394/18SEP   A/C 582        2034
OPR WT   72500
PAX WT   23040                F  8  Y120
CGO WT    3200
GRS WT W/O FUEL    98740      ZFW   106500       *OK*
FOB                18100
GTOW              116840      MTOW  120000       *OK*
MIN F  300    MAX F 5000      PAX   128
TTLLOAD  IN   F     2000
0/0  MAC 20   STBLZR 4.7
BALANCED N1      OAT  30      ELV 926
FLP   RWY 23  ASSUM/TEMP      RWY 05  ASSUM/TEMP
01    38.5 M                  88.5 M
05    38.5 M                  88.5 M
      V1M  V1  VR  V2         V1M  V1  VR  V2
01    132/142/142/149         132/141/142/149
05    129/135/136/143         129/135/136/143


DATA\WP\TOWWBMSG
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M-17

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GSO SA 161701  W1 X 1/4F 30/30/1410/2985

GSO FT 292223 RAMFT DEC29 2215Z/4 OVC 11/2F 2405
              OCNL 4 SCT 15 OVC 3F. 04Z/15 OVC 5F. 06Z/20 SCT
              3214. 08Z/CLR. 17Z.
(   NS 300021 12/011 GSO TACAN AZM OTS
GSO NS 300021 12/023 GSO PTCHY THN IR

GSO UA NONE PRESENT
GSO FC 300051 FIELD COND 001  NOTAM 93-98 EFF 11-27-93 TAXIWAY
               ALPHA LIGHTING IS OUT UNTILL FURTHER NOTICE
GSO FC 300051 FIELD COND 002  THE ROTATING BEACON IS OUT OF
               SERVICE UNTIL  FURTHER NOTICE

    6000    9000    12000   18000   24000   30000  34000  39000
TRI 2841-06 2753-07 2764-10 2684-15 2798-30 761543 762551 763559
TRI SA 300003 SA 2350 26 SCT 100 SCT 15 158/37/29/2711/998/
              308 1570 40
TRI FT 292209 RAMFT DEC29 2204Z/30 SCT 2408. 03Z/30
              SCT 3012G20 OCNL 30 BKN. 09Z/30 SCT. 17Z.

TRI NS NONE PRESENT

TRI UA NONE PRESENT
TRI ED 300036 0030 PPINE
TRI FC 292350 FIELD COND 001  RADIO 129.75 OPS/RADIO NOT
               MANNED DURING FLT OPS.  JETS-GATE 3  PROPS-GATE
               2  WX/DOC AT GATE.  CONTRACT MTC ONLY.
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M-12

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  05      23      14      32
  DRY     DRY     DRY     DRY
CA SA 161700  M8 OVC 2 38/36/2710/2998
CA FT 161416 RAMFT          1415Z/100 SCT 250 -BKN
             0407.  16Z/70 SCT 250 BKN 0410.  23Z/70 BKN 250
             BKN 0806.  06Z/70 BKN 250 OVC 1206. 09Z.
CA NS 161720 11/058 DCA 15-33 NW 2000 CLSD 0330-1130 DLY TIL
             171130.
CA NS 161720 11/068 DCA 18-36 CLSD 0600-1130 DLY EFF
             180600-201130
CA NS 161720 11/069 DCA 15-33 NW 2000 CLSD 0330-0600 DLY EFF
             180330-200600
CA UA 161707 UA /OV SWL/TM 1700/FL200/TP T42/TA -19/TB OCNL
             LGT/RM IMC
CA FC 161700 FIELD COND 001  TWY D AND E CLSD FROM 1030PM TIL
              0630AM UFN
CA FC 161700 FIELD COND 002  TWY I CLSD UNTIL 1030Z UFN
CA FC 161700 FIELD COND 003  RWY 3/21 CLSD UNTIL 1200 LCL.
             TWYS D G AND I              AND J WILL CLOSE AT
             1030PM FOR CONSTRUCTION

R DISPLAY

  RW 18      36      15      33      03      21
  CD DRY     DRY     DRY     DRY     DRY     DRY
DCA CN 292050 US  NOTAM  001   05/29A/93...ATTN 757
             FLIGHTS....WHEN USING GATE H6 USE DOOR
             L2....AND WHEN USING GATE H8 USE DOOR L1.......
DCA CN 161136 US  NOTAM  002   09/16A/93 GATE H-9 IS A TOW IN
             GATE. POWER  MUST BE SHUT DOWN PRIOR TO TOW IN.
DCA IN 161142 INTL NOTAM 001   09/16B/93 ATTENTION: F-100
             FLTS..... JETWAY POWER CORDS ARE NOT COMPATABLE
             TO F-100/S. WILL NEED TO USE APU WHILE AT GATE
             IN DCA.
DCA FN 301936 FDC NOTAM  001  FDC 1/1789 DCA FI/T /DCA/
             WASHINGTON NATIONALWASHINGTONDC.  VOR/DME RWY
             15 ORIGINAL.....  MIN ALT CADDE INT
             DCA R-325/2.5 DME 860.
DCA FN 091255 FDC NOTAM  002   1/5955  WASHINGTON NATIONAL
             WASH DC.  RADAR-1 AMDT 25..RNAV RWY 33 AMDT 5
             NDB RWY 36 AMDT 9  ILS RWY 36 AMDT 3 7  VOR RWY
             36 AMDT 11...CIRCING MDA/HAA ALL CATS 720/704.
             VOR/ DME RWY 15 ORIG.  CIRCLING MDA/HAA CATS
             A/B/C 720/704.  ILS RWY 36  CAT II  AMDT
             37...MISSED APPRCH ADD NOTE: OBSTNS IN MISSED
             APPRCH AREA REQUIRE RATE OF AT LEAST FT PER
             MILE  FPM/KTS  810/ 100  1220/150  1620/200:
             NO WIND CONDS.
DCA FN 050617 FDC NOTAM  003   2/0589  /DCA/  FI/T  WASHINGTON
             NATIONAL  WASHINGTON  D.C.  RNAV RWY 33 A DT
             5...S-33 ALL CATS MDA/HAT 720/707 VIS CAT C 2
             D 2 1/4.
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  RW 05      23      14      32
  CD DRY     DRY     DRY     DRY
PHL SA 161702 SA 1653 250 -SCT 15 298/59/41/E3403/041
PHL FT 161411 RAMFT NOV16 1403Z/120 SCT 250 BKN
              3610. 16Z/40 SCT 100 SCT. 22Z/100 SCT 250 SCT.
              09Z.
PHL NS 161623 11/016 PHL 17-35 CLSD TIL 1745

PHL UA NONE PRESENT
PHL FC 161700 FIELD COND 001      ALL SURFACES BARE

JR DISPLAY

  RW 09R     27L     09L     27R     17      35
  CD DRY     DRY     DRY     DRY     DRY     DRY
PHL CN 011901 US  NOTAM  001  ATTN ALL PARIS CREWS....THE
               INT L FLT FOLDER SHOULD BE GIVEN TO THE FLIGHT
               ATTENDANTS  WHO SHOULD THEN PLACE THE FOL DER
               IN THE INT L FORMS CASE  RED SUITCASE . THE
               AGENTS WILL THEN  REMOVE THE FOLDER FROM THE
               CASE AND PLACE IT INTHE 90 DAY STATI ON
               FILE....
PHL CN 091148 US  NOTAM  002  ATTALL BDA PILOTS....THE INT L
               FLIGHT FOLDER SHOULD B E GIVEN TO THE F/A PRIOR
               TO LANDING....THE F/A SHOULD PLACE THE  FOLDER
               IN THE PLASTIC FORMS POUCH...THE AGENTS WILL
               REMOVE THE F OLDER FROM TEH POUCH AND PLACE IN
               THE STATION 90 DAY FILE
PHL CN 091149 US  NOTAM  003  ATTN ALL SJU PILOTS...THE INT L
               FLIGHT FOLDER SHOULD B E GIVEN TO THE GATE
               AGENT MEETING THE FLIGHT....THE AGENT WILL T
               HEN PLACE THE FOLDER IN THE STATION 90 DAY FILE
PHL CN 172029 US  NOTAM  004   09/17A/93 PILOT ADVISORY..NEW
               PROCEDURE IN AFFECT     09/18/93...CONTACT
               USAIR RAMP CONTROL FREQ. 130.05 PRIOR TO PUSH
               BACK ..LOAD CONTROL FREQ. 129.8 ...IN RANGE
               FREQ. 131.0
PHL CN 172119 US  NOTAM  005   09/17B/93 PILOT ADVISORY:
               DEPARTING A/C  DUE TO  RAMP CONGESTION  PLEASE
               MONITOR RAMP CONTROL FREQ. FROM ALL
               GATES....ARRIVING A/C PLEASE ADHERE TO PHL PAGE
               10-T IN JEPPESON .
PHL FN 122154 FDC NOTAM  001  FDC 3/6188 PHL FI/T PHILADELPHIA
               INTL  PHILADELPHIA  PA.  ILS RWY 9L ORIG-A. ILS
               RWY 9R AMDT 7. CONVERGING ILS RWY  9R AMDT 3.
               ILS RWY 9R  CAT II  AMDT 7. ILS RWY 17 AMDT 4.
               ILS RWY 27L AMDT 5. ILS RWY 27R AMDT 6. NDB RWY
               27L AMDT  5. RADAR REQUIRED.
RIC SA 161702 SA 1650 60 SCT 250 -OVC 8 295/64/43/0709/039
RI  FT 161412 RAMFT NOV16 1409Z/55 OVC 0610.  17Z/55
              BKN 250 OVC.  00Z/55 BKN 100 OVC 1007.  08Z/50
              OVC.  09Z.

RIC NS NONE PRESENT
RIC FN 142013 FDC NOTAM  001  FDC 3/5669 RIC FI/P RICHMOND
               INTL  BYRD FIELD   RICHMOND  VA.  ILS RWY 2
               ORIG...  TCH 50.  THIS BECOMES ILS RWY 2
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