12/Nov26	732/733	SIN/TRV	G5	9V-TRT A320	AROSO	TEBUN

FL340/-39 T:530 ZFW:58.7 W:P7 LDW:62.1/64.5	PUP:14.3 PFRM:3.5 MDF:2.5	STAR: NIL, Direst BASUR/JUBIN -> TV815(IAF RNP32) APP & R/W: RNP Y 32 TAXI: P3, F, D2, D1, Stand 24
OPTI: 250/127 277/310 VWS:	AUP: AFRM:	
VOR U/S: VKN Perf: 0.0 / -2.5 / **6.8**	ENG/HYD/OXY/WHEEL	

ETD: **1230**/ ATD:	ETA: **1645**/ ATA:	BLK: **415** FT/DIS: **355/1753**

Notes:
• Refueling by technician

Misc:
1. Arrival , Des below FL110 after 40nm TVM.
2. No RWY Centre Line lights (Back Hole effect). Sub optimal lighting
3. VOR Offset 4 Deg hi
4. ATC req A/C Reg on landing

Threats & Hazards:
1. Ground Crew asking you to set parking brakes while moving.
2. Mountain Ridges when flying towards BIKOK
3.
4.

1.5T	VOCI/27 **M** 3000 HZ **T** fcst 5000 HZ · 14/16 4000 RA BR ILS 27 U/S	**RTE** VOTV CIA DCT · RNAV GPS
1.7T	VOCB/23 **M** 4000 HZ **T** 12/13 5000 HZ	
1.9T	VOTR/27 **M** 3500 HZ **T** fcst 5000 BR	
2.7T	VOBL/27L **M** 5000 HZ	

CHOCKS ON
STAYOVER
ETOPS XFEED / HF
DECOM
TOC WX/TFC/TRN/REQ
ALT WX/ETP/ATIS/B.TIME
PAX(141/168)

ENR: ETOPS (VTSG - VOMM) ENR - WMKK - WIMM - VCBI Capt: **JONATHAN LIM KAH HEN** CL: **Thiruvaishini**

A
License - **A320** - OEB:
Config - EFB version:

W
DEP WSSS **M** OK
DEST VOTV **T** fcst 5000 BR · 16/18 4000 TSRA BR
ENR / VWS

Border Conflict
A&C MEL
Beacon Lights
Use of AP GA
Taxi Error
Fuel Bowser ADM98
Tailstrike 13.5/11/7(10) 11.2/9.7(7.5)
Turb Mgt

AP/FD TCAS
BUSS Reversible
CPDLC | Soft GA
DPO (0.0 Perf) / Non (-2.5)
FMS Release 2 (SEC Swap)
ROW/ROPS | TOS 2

N
ILS 32 U/S
TWY A CLSD

F
Flight Pulse: Burned 0 kg · Hold 9% / 90 kg · ZFW -254

PAX	167/168
F.TIME	355 / 410
TAXI	Std/Std
TA	60
R.FUEL	Both
WX / VWS	
STN	A/M
BELTS	
CABIN - CK IN/ Sound.O/H.Carr	
PW/BOARDING	

FL330/-36 FL350/-41 FL370/-47 T:504 ZFW:59.3 W:M7 LDW:62.6/64.5	PUP:14.9 PFRM:3.4 MDF:2.2	TAXI: D,P2, backtrack SID: 32 RWY HDG, 4000ft, Direct TEBIT
OPTI: 250/149 278/308	AUP: AFRM:	
VWS:	ENG/HYD/OXY/WHEEL	

ETD: **1745**/ ATD:	ETA: **2215**/ ATA:	BLK: **430** FT/DIS: **410/1808**

Notes:

Misc:
1. POB on Clearance Call
2. Departure - Engine start on completion of pushback.
3. No stopbars
4. Dep Freq - 119.6
5. Tracking towards BIKOK, will be overflying the mountain ridges.

Threats & Hazards:
1. asking you to set parking brakes while moving.
2. Make sure clear of terrain before direct
3.
4.

1.1T	WSAP/20 **M** -SHRA	**RTE** WSSS SAMKO DCT NYLON DCT OMKOM DCT PU · RNAV GPS
0.6T	WIDD/22 **M** OK	
1.5T	WMKJ/16 **M** TS	
2.4T	WMKK/33 **M** OK	

ETOPS XFEED / HF
DECOM
TOC WX/TFC/TRN/REQ
ALT WX/ETP/ATIS/B.TIME
PAX(141/168)

ENR: ETOPS (VTSG - VOMM) ENR VCBI - WIMM - WMKK

A

W
DEP VOTV **T** fcst 5000 BR · 16/18 4000 TSRA BR
DEST WSSS **M** OK
ENR / VWS

N
RWY 02R/20L CLSD
TWY S2 CLSD

F
Flight Pulse: Burned 228 kg · Hold 6% / 210 kg · ZFW -252

TIMING (REL EOBT)

NOTOC	−15–20 / 15 (Physical)
ZFW	−40 / 30 (Waiting ZFW)
SEND	−30
LS	−12 / 10 (Waiting LS)

ALTIMETERS
ISIS / PDF 100 ft · PDF 20 ft · SBY / PDF 300 ft

A/C REFS

A320C	250/275 P180 11qt + 0.3/h
A320N	260/280 P186 14qt
A321n	275/305 P236 14qt