

# **CONCORDE SST**

## **Flight Document**

From  
**MADEIRA**

To  
**RIVESALTES**

1182 NM ground distance

Aircraft: FR-SST

Flight: FLR0058

Date/Time: 05-11-2017 08:47 Loc.

OPERATIONAL FLIGHT PLAN - **CONCORDE SST** AIRCRAFT **FR-SST** FLIGHT **FLR0058** ROUTE **LPMA to LFMP-1** DOF **05/11/2017**

All Weight in kilograms (Kg)	Departure	<b>LPMA</b>	Destination	<b>LFMP</b>	Flight Mode	<b>Supersonic</b>	Flight #	<b>FLR0058</b>
<b>FUEL SUMMARY</b>								
		FUEL	TIME	CORR	ZFW	TOWT	LDGWT	AVG WC
DESTINATION		43885	01:27	.....	<b>91180</b>	<b>153644</b>	<b>106565</b>	<b>H 0</b>
ALTN	<b>LFMT</b>	3892	00:09	.....	MAX ZFW	MAX TOWT	MAX LDGWT	AVG ISA dev
BALLAST		1000	00:00	.....	<b>92080</b>	<b>185070</b>	<b>111130</b>	<b>56.5</b>
HOLD		10492	00:45	.....				Distance (Ground)
CONT		2194	00:05	.....	PAX	<b>100</b>		<b>1182</b>
REQD		60464	02:24	.....	OA	OB	OC	OD
EXTRA		1000	00:02	.....	<b>20</b>	<b>20</b>	<b>28</b>	<b>32</b>
TAXI		1000	00:10	.....	BAGGAGE/FREIGHT	<b>1500 / 0</b>	PAYLOAD	<b>9900</b>
RELEASE		62464	02:36	.....	CPT1	CPT2	CPT6	
<b>Fuel Bias %</b>		<b>105</b>	<b>Lengths In</b>	<b>Meters</b>	<b>388</b>	<b>228</b>	<b>884</b>	

BALLAST **1000** IN TANK **T11** Preset T11 to: **9952 kg .00%CG at supersonic cruise.**

TRANSFER **190 T9 to T11** T11 FUEL FOR PLANNED T/O CG **3590** ZFWCG **52.98%**

**TAKE-OFF THRUST PARAMETERS**

QFU	<b>05</b>	TORA	<b>2600</b>	ASDA	<b>2600</b>	MAX STRUCTURAL	<b>185070</b>
ZAC	<b>400</b>	OFFICIAL SID'S	-----				
			<b>3</b>	RHT	T/O THRUST		
WIND	<b>(H) 15</b>	QNH	<b>1024</b>	TEMP	<b>21</b>	DRY RWY	T/O CG <b>52.5</b> A/I <b>Off</b>

PLANNED T/O WEIGHT **153.6 t**

ANTI NOISE	
V1	<b>142</b>
Vr	<b>162</b>
V2	<b>191</b>
A3	<b>15.1</b>

REMARKS	<b>AIR-FRANCE Rules!</b>
	WX source selected : NOAA
	SUBSONIC STEP

TO TRIM **-0.5** RLD **187 / 192 / 207 / 237**

ANTI NOISE PARAMETERS DT1 **96** MAN **19.6** N2 **93.2** Anti noise Distance : 7.0 NM

ENGINE PARAMETERS P7 **39.2** **38.6**

FF **20.4** **20.0**

EGT **790**

N2 **98.0 / 103.0 < 104.9**

**DAY LIMITATIONS** **165.3 W** **14.0°** **153** **177** **199**

Limit Legend:  
**T = Tyres.**  
**W = W.A.T. (Weight for Altitude and Temperature).**  
**B = Brakes .**  
**CG = Air France CG specific**

TAKE-OFF CONDITIONS VARIATION

		QNH	<b>1024</b>	CG	<b>52.5</b>	A/I	<b>Off</b>	
	DRY RUNWAY	DRY RUNWAY		WET RUNWAY		WET RUNWAY		
TEMP	WIND	15HEAD	WIND	10HEAD	WIND	15HEAD	WIND	10HEAD
16	167.0	WCG 14.0	167.0	WCG 14.0	167.0	WCG 14.0	167.0	WCG 14.0
	155	178 200	155	178 200	154	178 200	154	178 200
21	165.3	WCG 14.0	165.3	WCG 14.0	165.3	WCG 14.0	165.3	WCG 14.0
	155	177 199	155	177 199	153	177 199	153	177 199
26	162.8	WCG 14.0	162.8	WCG 14.0	162.8	WCG 14.0	162.8	WCG 14.0
	154	175 197	154	175 197	153	175 197	153	175 197
QNH <	<b>1024</b>	<b>-0.15</b> t/Hpa	<b>-0.15</b> t/Hpa	<b>-0.15</b> t/Hpa	<b>-0.15</b> t/Hpa	<b>-0.15</b> t/Hpa	<b>-0.15</b> t/Hpa	
QNH >	<b>1024</b>	<b>+0.15</b> t/Hpa	<b>+0.15</b> t/Hpa	<b>+0.15</b> t/Hpa	<b>+0.15</b> t/Hpa	<b>+0.15</b> t/Hpa	<b>+0.15</b> t/Hpa	

<u>LANDING LIMITATIONS</u>		Landing Airport	<b>LFMP</b>	QFU	<b>33 LDA</b>	<b>2500</b>
Planned Ldg QNH	<b>1016</b>	Landing Mode	<b>Manual</b>	Landing Distance		<b>2040</b>
Planned Ldg Temp	<b>14</b>	VLA(VREF)	<b>159</b>			
Planned Ldg Weight	<b>106565</b>	VTT	<b>166</b>	<b>Transfer: 2488 kg to T9 for 53%MAC landing</b>		
Planned ETA	<b>08:47 UTC</b>	VTT MAX	<b>176</b>			

ATIS DEPARTURE **LPMA**

Info: Time: 08:47 Runway in use: 05 Wind : 30 @ 16 Temp: 21 QNH : 1024 Transition Alt.: 5000

ATIS DESTINATION **LFMP**

Info: Time: 08:47 Runway in use: 33 Wind : 300 @ 19 Temp: 14 QNH : 1016 Transition Alt.: 5000

ATIS ALTERNATE **LFMT**

Info: Time: 08:47 Runway in use: 30R Wind : 280 @ 16 Temp: 14 QNH : 1012 Transition Alt.: 5000

Flight LOG

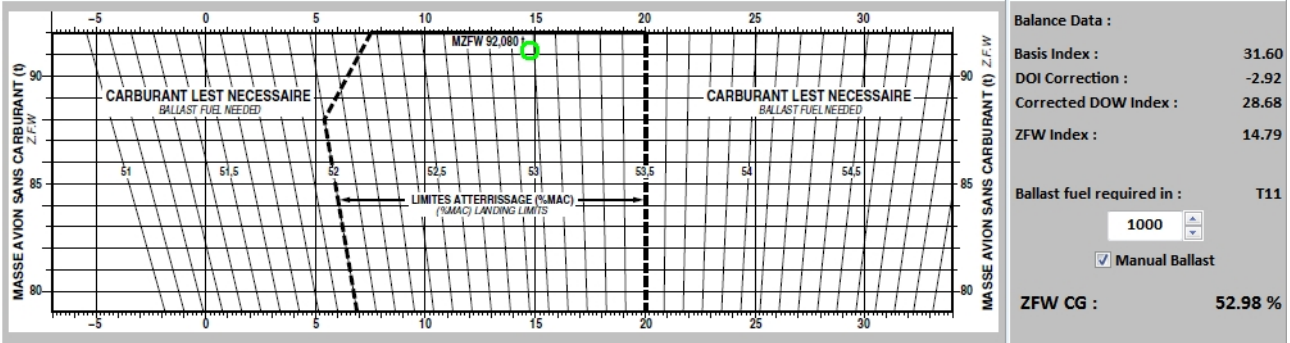
ICAO Freq	ID	ICAO TR	ID	Latitude Longitude	Dist	Notes Remain Dist.
LPMA	0	SNT 043°	1	N 33*05.4 W 016*21.0	32 32	Load LPMA to LFMP-1.1.AWC 1150
SNT	1	DEGUN 061°	2	N 33*25.1 W 015*39.5	40 72	1110
DEGUN	2	GIKAR 061°	3	N 34*10.0 W 014*01.8	93 165	1017
GIKAR	3	3511N 071°	4	N 35*00.0 W 011*00.0	158 323	859
3511N	4	KORNO 074°	5	N 35*50.0 W 007*25.0	182 505	677
KORNO	5	VJF 071°	6	N 36*14.4 W 005*58.5	74 579	603
VJF	6	BRIKE 060°	7	N 36*30.3 W 005*25.0	31 610	Load LPMA to LFMP-1.2.AWC 572
BRIKE	7	MGA 070°	8	N 36*48.9 W 004*22.2	54 664	518
MGA	8	YES 046°	9	N 38*21.6 W 002*21.2	133 797	385
YES	9	VLC 052°	1	N 39*29.1 W 000*29.0	110 907	275
VLC	1	EBROX 047°	2	N 40*42.5 E 001*13.9	108 1015	167
EBROX	2	BCN 048°	3	N 41*18.4 E 002*06.5	54 1069	113
BCN	3	BGR 052°	4	N 41*56.9 E 003*12.5	63 1132	50
BGR	4	LFMP 342°	5	N 42*44.4 E 002*52.2	50 1182	0

LOAD (DRY OPERATING)

Crew	Galley Racks	1600	Pax	100 Pax	Baggage / Freight	1500 / 0	Aircraft
Cockpit :	300	G1 :	400	OA :	1680		Empty Weight :
Flight Attendants :	540	G2-4 :	400	OB :	1680	CPT1 :	77840
		G5-6 :	400	OC :	2352	388	DOW
		G7 :	400	OD :	2688	228	Payload :
						884	9900
							ZFW :
							91180

**Dry operating loading** Profile loaded : FULL 100 PAX.clp

View Selector  
 Dry Operating  
 Payload

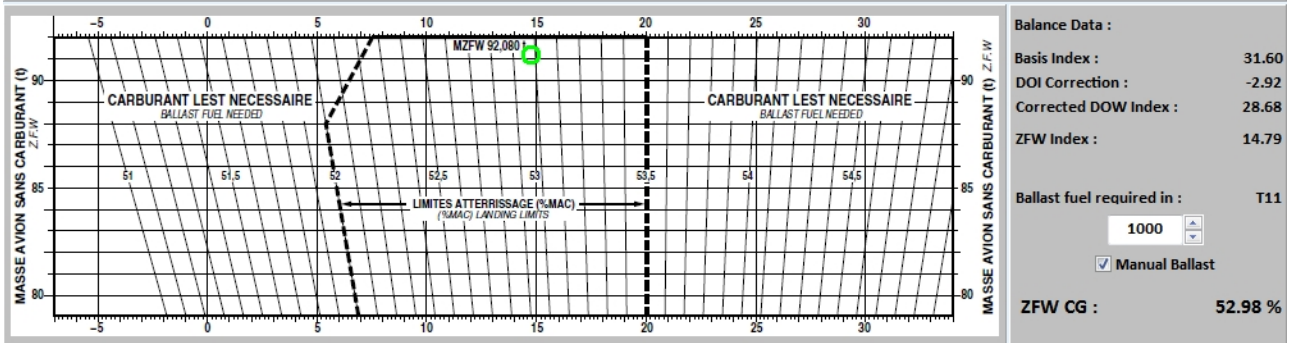


LOAD (PAYLOAD)

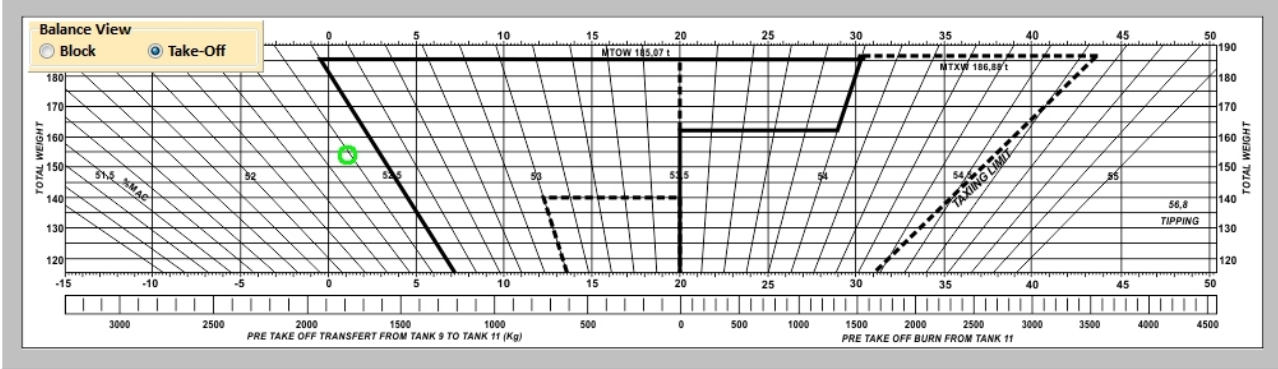
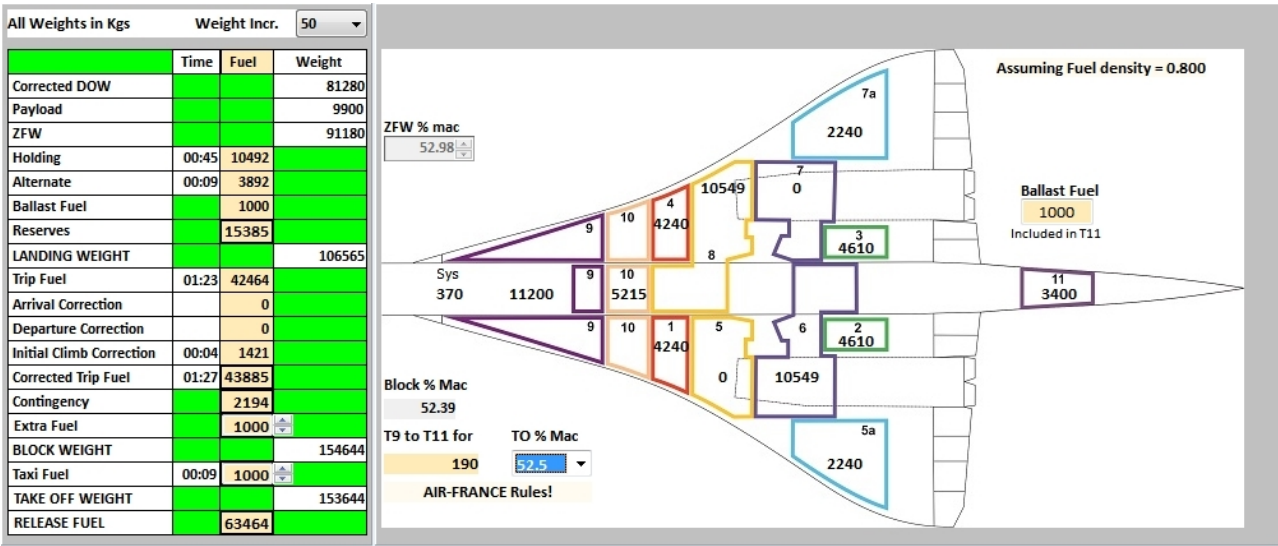
Crew	Galley Racks	1600	Pax	100 Pax	Baggage / Freight	1500 / 0	Aircraft
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		G5-6 :	400	OC :	2352	388	DOW
		G7 :	400	OD :	2688	228	Payload :
						884	9900
							ZFW :
							91180

**Cabin and freight distribution** Profile loaded : FULL 100 PAX.clp

View Selector  
 Dry Operating  
 Payload



FUEL DISTRIBUTION



<h1>DÉCOLLAGE</h1>					P7 39.2 123	38.6 4	FF 20.4 123	20.0 4
AÉROPORT <b>LPMA</b>	VOL-DATE <b>FLR0058</b>	AVION <b>FR-SST</b>	PISTE <b>05</b>	ETAT <b>DRY</b>	<b>V<sub>1</sub> 142</b>			
Z-SEUIL <b>146 ft</b>	QNH <b>1024 HPa</b>	ALTI. PRESS. <b>-148 ft</b>	VENT 030 ° / 16 kt	COMP (H) 15	<b>V<sub>r</sub> 162</b>			
TEMP <b>21 °C</b>	TRANS <b>5000 ft</b>	Z SECU <b>400 ft</b>	ATIS		<b>V<sub>2</sub> 191</b>			
LIM P9 FUEL BLOC <b>63 464 kg</b>		MASSE EQUIVALENTE <b>165 208 kg</b>			A3 <b>15.1°</b>	Vz3 <b>1442 ft/min</b>		
Max TOW: <b>165.3 t</b>		ZFW <b>91.18 t</b>	ZFCG <b>52.98 %Mac</b>		VZRC3 <b>157 kt</b>	TR	VZRC3 <b>165 kt</b>	TS
Max V1: <b>155 kt</b>		BLOC W <b>154.64 t</b>	BLOC CG <b>52.39 %Mac</b>		ΔT <b>96</b>	REP MAN <b>19.6 °</b>	N2 <b>93.2 %</b>	
Max Vr: <b>177 kt</b>		T/O W <b>153.6 t</b>	T/O CG <b>52.50 %Mac</b>		ZAC CHEMINEMENT			
Max V2: <b>199 kt</b>		98.0 % / 103.0 % N2 < 104.9 %						
Theta2 Min: <b>14.0°</b>		EGT <b>790 °C</b>						
RHI <b>3</b>	RLD <b>187 207</b> <b>192 237</b>							
<b>52<sup>5</sup></b>	<b>52<sup>7</sup></b>	<b>53</b>	<b>53<sup>2</sup></b>	<b>53<sup>5</sup></b>	<b>54</b>	CG%		
<b>0<sup>5</sup></b>	<b>1</b>	<b>1<sup>5</sup></b>	<b>2</b>	<b>2<sup>5</sup></b>	<b>2<sup>5</sup></b>	TRIM A PIQUER		