



FPL-BAW9091C-IS
 -CONC/H-SRWXY/C
 -EGLL0830
 -N0550F270 DVR UL9 KONAN UL607 KOK UG109 DIK UM150 TGO UL608 KPT UL12 C/MIC/N0740F270F450 UL612
 C/ALMON/M200F450F600 DCT 4025N01900E DCT 3730N01930E DCT 3525N02140E DCT 3430N02410E DCT WPONT DCT EPONT DCT
 ALSUS UM978 NIKAS R785 TRF V45 B419 DHA
 -OBBI0335 OEDR
 -REG/GBOAD SEL/BDAK EET/EBBU0014 EDFF0033 LOVV0056 LIMM0100 LIBB0114 LGGG0136 LCCC0208 OSTT0219 OEJD0237
 OBBD0312 TCASEQUIPPED DOF/040420 IFP/RVSMVIOLATION ORGN/EGLLBAWD)

FPL	Flight Plan
BAW9091C	Callsign, Speedbird 9091 Charlie
-IS	Flight is IFR and Scheduled.
CONC/H-SRWXY/C	Airframe: Concorde Wake Vortex Classification: Heavy (H) The rest of that line concerns what navigational and communications equipment is onboard.
EGLL0830	Departs London Heathrow at 0830 zulu
N0550F270	Initial cruise (27000 feet) with expected True Air Speed (TAS) of 550 kt. The speed is only a guide for ATC. You're very unlikely to actually achieve the same speed because of its dependence on wind strength and direction.
(The rest of that section is just the plan itself)	
C/	Prefix denoting the start of cruise climb to supersonic, So for example "C/ALMON" means start to accelerate and climb on passing ALMON. If a C/ occurs again on the next waypoint, as in this case, it just means to continue the climb.
/M200F450F600	The expected speed (Mach 2.00) and altitude range before you arrive at the next waypoint in the plan. Because you won't go higher than 60,000, the plan could've just as easily said M200F450PLUS instead.
KFA/N0520F270	Begin deceleration and descent in time to pass KFA at 27,000 feet. Expected TAS 520kts.
OBBI0335 OEDR	Arrive Bahrain (OBBI) with block time 3 hrs 35 mins. The planned alternate airport if Bahrain is closed or if landing there is not possible is Dhahran (OEDR)
REG/GBOAD	Airframe registration: G-BOAD
SEL/BDAK	The airframes Selective Call two-tone alert from ATC: BD-AK, should ATC need to contact the pilot without him having to listen through the headset all the time.
EET/	Estimated en-route time. For example EBBU0014 means cross into Brussels Flight Information Region 14 minutes after take off, EDFF0033 means within Frankfurt airspace 33 minutes after take off....etc
TCASEQUIPPED	Exactly what it says on the tin! Aircraft has a TCAS installed.
DOF/	Date of Flight (written backwards, year first. So 14 th May 1970 would be 700514).
IFP/	Concorde didn't fly an exact altitude during supersonic cruise. Rather, Concorde drifted higher as she burnt off fuel. Therefore the aircraft was cleared for a "block altitude" to cruise at. F500B600 (50,000-60,000 feet). The computers used to construct flight plans do not know what to do with this, and so the computers had to be "fudged" before they would accept it. IFP/ on a plan tells everyone the plan has been fiddled with (for want of a better word).
RVSMVIOLATION	RVSM = Reduced Vertical Separation Minima. Effectively aircraft flying in opposite directions with only 1,000 feet vertical separation between them. A way of increasing the capacity of the sky to accommodate more aircraft. As you can imagine this requires very accurate altitude control. On British Airways Concorde fleet only two aircraft were approved for flying RVSM. They were G-BOAC and G-BOAG. On the other 5 aircraft small errors would creep into the data being provided by each aircrafts two ADC's (Air Data Computers). These computers drive the main instruments amongst lots of other things. The errors would build over the course of the flight, and a long flight (Barbados) could mean that the Captains and First Officers altimeters could differ by a few hundred feet. ...and no way to tell which one, if any, was correct. Consequently putting RVSMVIOLATION into the plan tells ATC not to direct the plane too closely to other aircraft because accuracy of altitude is not assured. This remark was in all BA Concorde plans irrespective of airframe in use.
ORGN/EGLLBAWD	Origin of plan. In this case: EGLL, London Heathrow BAW, British Airways D, Despatch (or more precisely Flight Technical Despatch).