

MEMO

TO: All Pilots
FROM: Chief Pilot
DATE: 5th September 2012
SUBJECT: OMA Issue 3 Revision 8

Ladies & Gentlemen,

New OMA Issue 3 Revision 8 and FCOM Vol 1, 2, QRH and associated checklists go live from first wave tomorrow. Almost all FCI Gen and FCI Boeing have been incorporated into the new manuals, the remainder are incorporated in FCI booklet dated 6th September. All changes in the manuals are highlighted by revision bar. There are some additional changes not covered by FCI, mostly relating administrative procedures in OMA, again these are identified by revision bar.

I would like to draw your special attention to the Fuel Policy section in Ch 8. OMA which is now the master document for all matters relating to fuel policy and cancels all previous memos relating to fuel management issued by CP, HoT, DCP, CLI, or BC. Please note 8.1.7.8.6 which changes the policy with regards to recording fuel carried in excess of flight plan fuel.

8.1.7.8.6 *When final fuel is greater than the OFP fuel after rounding up to the nearest one hundred kg, he shall record on the Voyage Report (Journey Log) the reason for the difference between his final fuel and the original OFP fuel. Such explanations should include reference to relevant supporting documentation, including but not limited to weather, notams etc. Hard copy of this documentation shall be retained in the returned flight documents envelope.*

In the near future there will be additional changes to the fuel policy as the result of new systems intended to enhance the accuracy of your flight plans. In advance of the publication of the revised Fuel Policy the following temporary guidance should be used applicable to the carriage of EXTRA fuel:

Commanders should anticipate flight disruption and arrival delays when the destination forecast indicates conditions approaching limiting values. In these circumstances eg, LVPs in force, cross-winds (steady or gusting) >25kts and thunderstorms at destination (including PROB 40), commanders should consider taking EXTRA fuel.

EXTRA fuel is defined as fuel that the commander may require in addition to the OFP fuel which is legal for dispatch. Having assured performance dispatch, the amount of EXTRA fuel should normally be 15 minutes ie half the Final Reserve Fuel figure on the OFP, however, when limiting weather conditions are forecast at major international airports crews should consider the implications of multiple flight disruptions when assessing the EXTRA fuel or diversion fuel requirement, which may be more than 15 minutes.

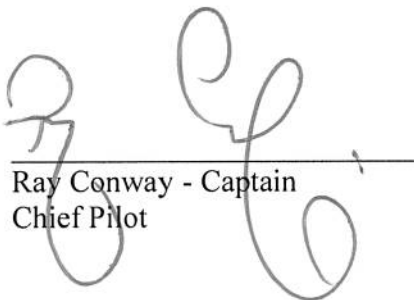
The reason for EXTRA fuel carried must be recorded on the Voyage Report i.e. 15 mins extra fuel due LVPs at destination, crosswinds in excess of 25kts etc.

The reason for EXTRA fuel carried in excess of 15 minutes must also be recorded on the Voyage Report ie. 30 mins Extra fuel carried due request from DUB Ops to hold at destination.

In all cases please provide accurate and timely information relating to the reasons for all EXTRA fuel carried in order that we can process the routine administration of Returned Flight Documentation without delay.

The final decision on the required fuel rests with the Commander.

Safe flying.



Ray Conway - Captain
Chief Pilot