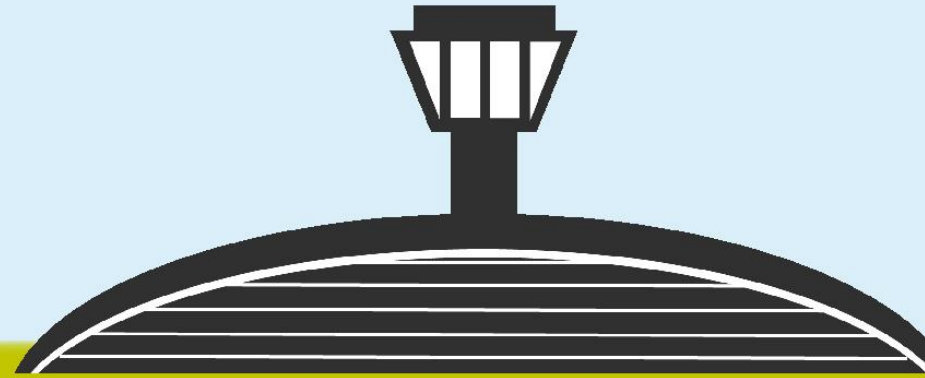


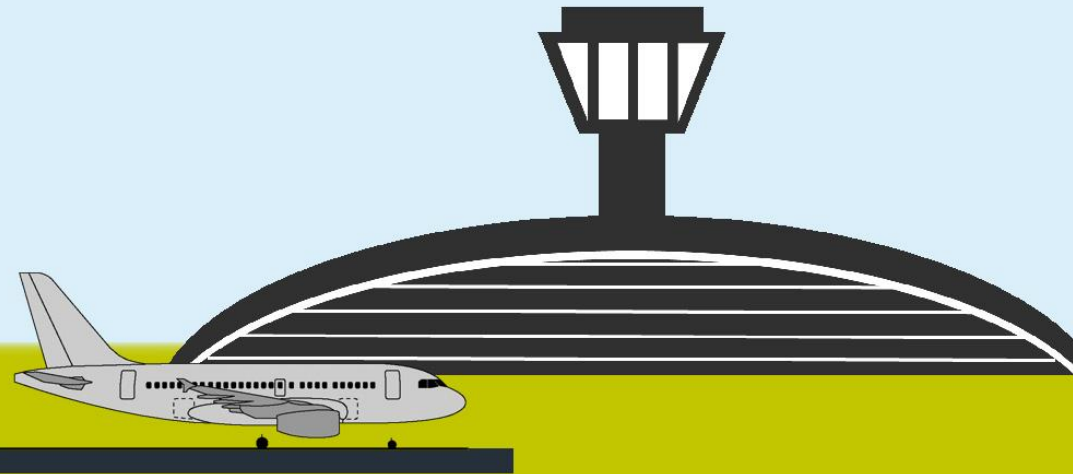
Phases of a departure



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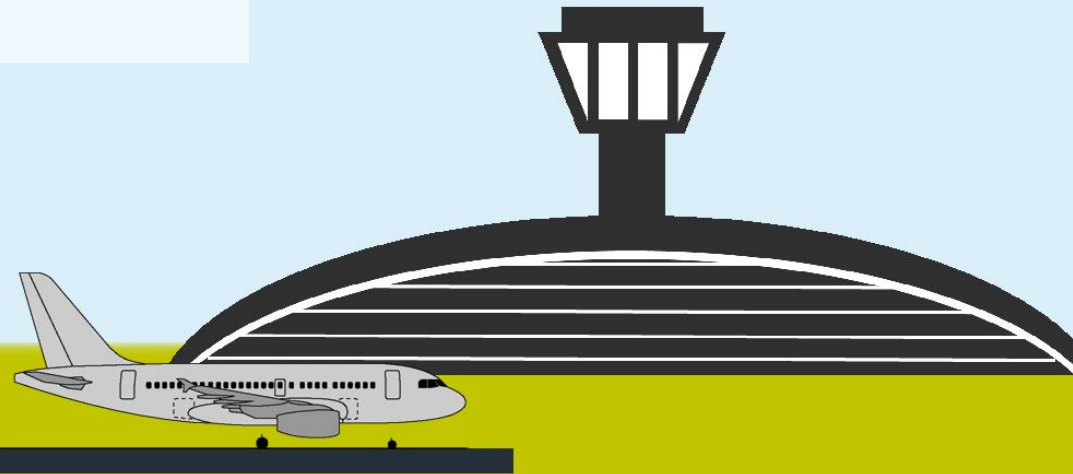
Prior to departure

Hours, days or even months prior, an airline will submit a flight plan to NATS (the UK Air Traffic Control provider) requesting an air traffic routing to its destination.



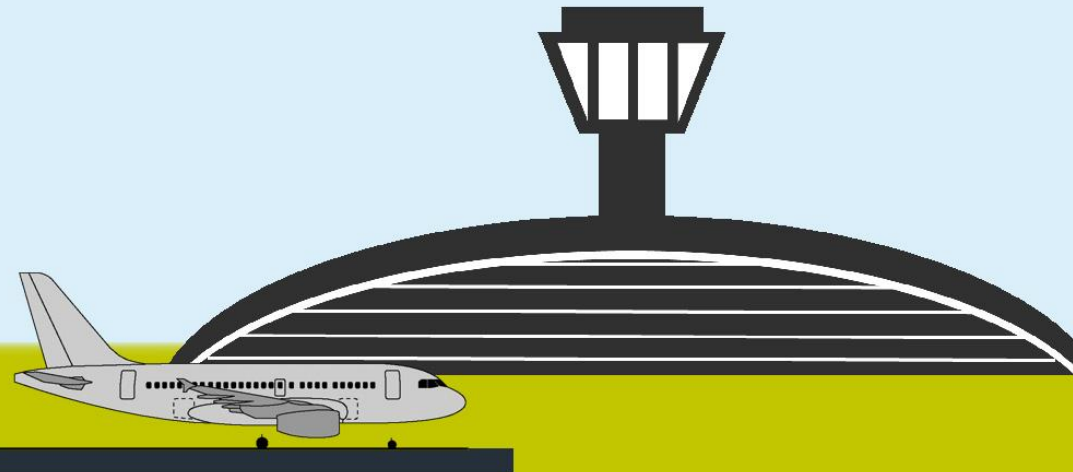
Prior to departure

The filed route to be flown will include the designated SID that will be part of the departure. E.g. if routing towards a north-easterly destination such as Copenhagen, the requested SID from Heathrow would normally be “Brookmans Park (BPK)”, if routing to the south east such as Paris the Midhurst (MID) routing would normally be chosen.



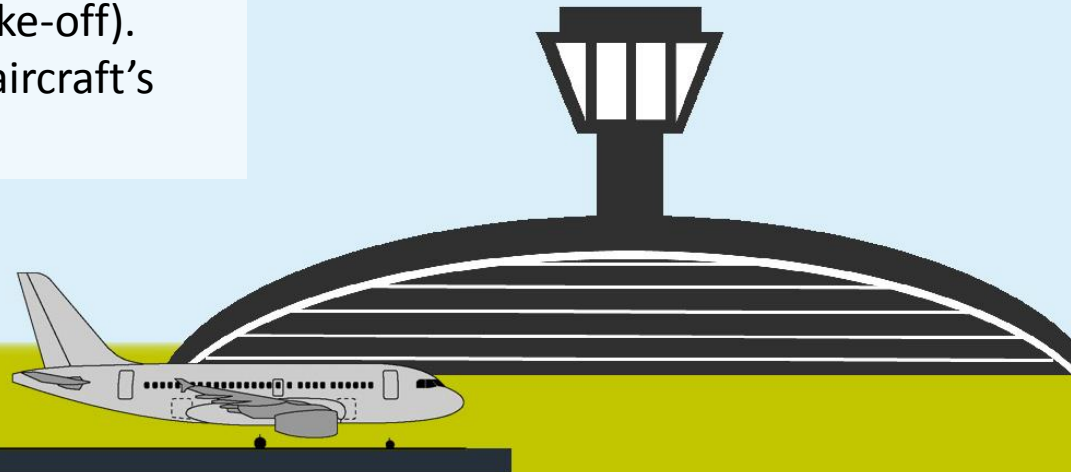
Prior to departure

Once the load of passengers, cargo and fuel is known, the take-off mass of the aircraft for the flight will be calculated by the airline and passed to the pilots.



Prior to departure

For the vast majority of operations, this take-off mass will be used by the pilots to calculate the required take-off performance, taking account of the available runway length, obstacle requirements, and prevailing meteorological conditions (temperature, wind speed and direction, air pressure and whether the runway is wet or has slush/snow affecting the take-off). These details will be entered into the aircraft's Flight Management System (FMS).



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