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TOP SECRET

OPERATIONAL [illegible]

TOPSEC [redacted]

25X1A 25X1A

QDIM [redacted] CITE [redacted] SEVEN TWO FIVE FIVE

OUT 92405

25X1A 25X1A

[redacted] DASH ONE ZERO ZERO [redacted] NO THREE ZERO ONE FIVE FOUR EIGHT ZULU

A. THREE ZERO TWO

B. THREE ONE MAR FIVE NINE

25X1A

C. [redacted] DASH FIVE, WHISKEY XRAY PKG NO TWO

D. NOT APPLICABLE

25X1A

E. (1) ROUTE TO BE FLOWN AT [redacted] FIVE FIVE ZERO ZERO TO POINT ECHO. AT POINT ECHO, CLIMB AND MAINTAIN MAX [redacted] UNTIL START DESCENT.

25X1A

(2) USE CLIMB SCHEDULE ATTACHMENT TO OPL ONE SIX AS ALFA GUIDE FOR INITIAL CLIMB.

(3) IF YOUR FLIGHT PLAN INDICATES MARGINAL FUEL RESERVE, YOU ARE AUTHORIZED TO REVERSE ROUTE PROFILE AND FLY TO POINT

25X1A ECHO AT MAX [redacted] AFTER MAKING NORMAL CLIMB, AND RETURN TO START DESCENT POINT AT [redacted] FIVE FIVE ZERO ZERO.

25X1A

(4) CONTROL TAKE OFF IS ZERO SEVEN ZERO ZERO ZULU

25X1A

(5) CONTRAIL TOPS [redacted] SIX TWO ZERO ZERO FOR ENTIRE ROUTE

25X1A

(6) TURBULENCE MODERATE AT [redacted] FIVE FIVE ZERO ZERO AND LIGHT AT [redacted] SIX EIGHT ZERO ZERO

25X1A

25X1A

(7) WINDS IN PARA FOXTROT ARE FOR [redacted] FIVE FIVE ZERO ZERO PT ALFA THRU FOXTROT AND FOR [redacted] SIX EIGHT ZERO ZERO PT GOLF TO [redacted] 25X1A

25X1A

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F.

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A. 362302807E 2504 63 1

B. 353002000E 2704 64 4

C. 363001300E 2704 65 3

D. 380001000E 2704 62 2

E. 380000500E 2704 61 1

F. 380000500E 2704 61 1

G. 380001000E 2801 59 2

H. 363001300E 2801 60 3

I. 353002000E 2701 60 4

J. 362302807E 2601 60 1

K. HOME 2301 60 3

CFN: WX [redacted] NO NOT [redacted] MAX [redacted] OPL MAX [redacted]

CONTRAIL [redacted]

F.

A. 362302807E 2504 63 1

B. 353002000E 2704 64 4

C. 363001300E 2704 65 3

D. 380001000E 2704 62 2

E. 380000500E 2704 61 1

F. 380000500E 2704 61 1

G. 380001000E 2801 59 2

H. 363001300E 2801 60 3

I. 353002000E 2701 60 4

J. 362302807E 2601 60 1

K. HOME 2301 60 3

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