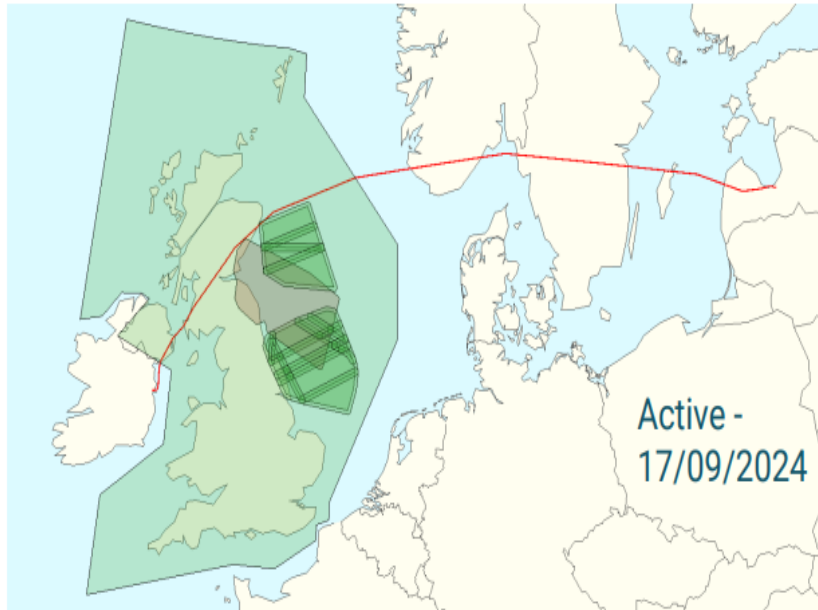
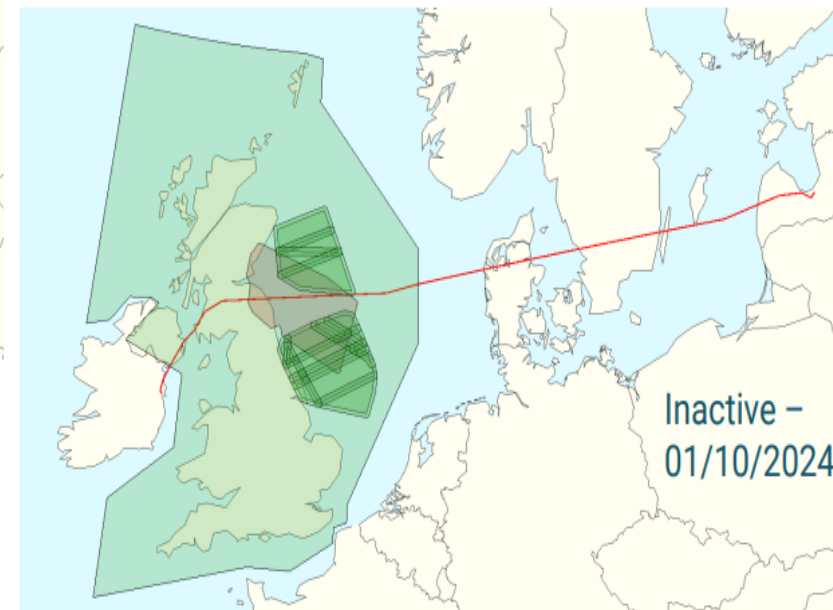


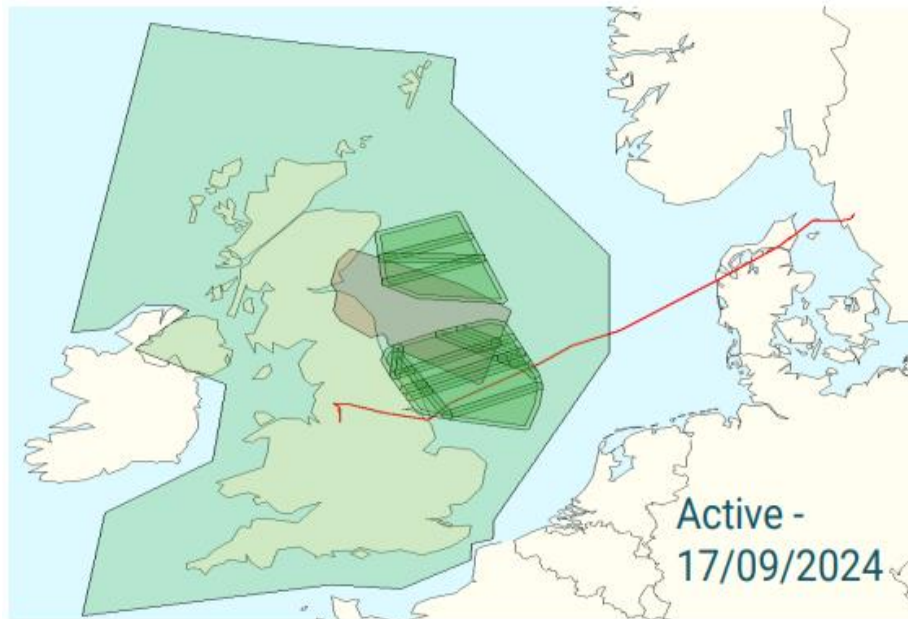
## Enclosure C – Operational Diagrams



However, when cutting the full track to the UK FIR there is a **-19 NM benefit** when DA EGD514 is active, which equates to a **-98 kg fuel** and **-311.5 kg CO<sub>2</sub>e Emission benefit** for a B738.

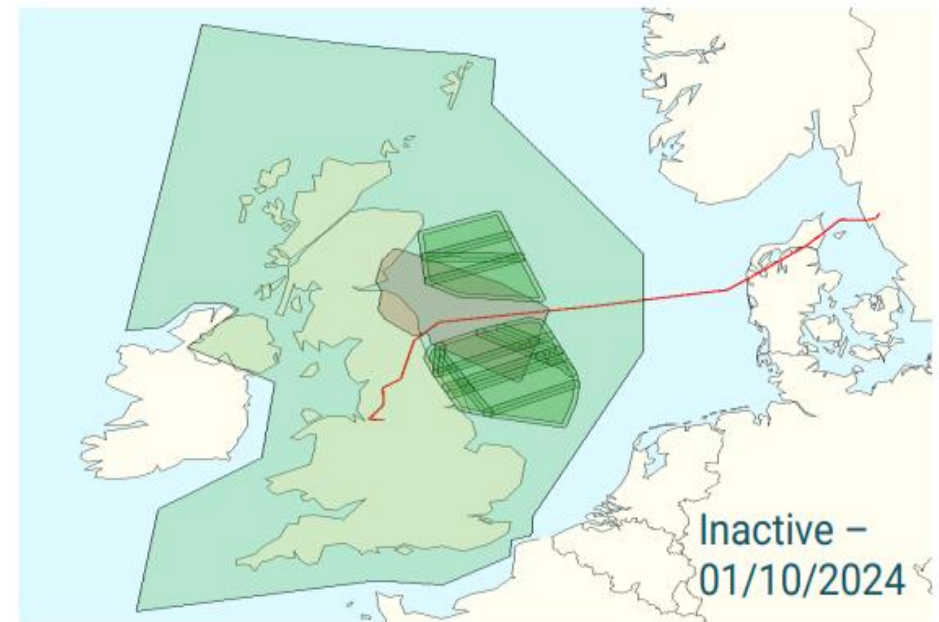
In this example from EIDW (Dublin Airport) to EVRA (RIGA Airport) there is a **39.3 NM disbenefit (penalty)**, to the DA EGD514 being active, which equates to **202.5 kg fuel** and **643.6 kg CO<sub>2</sub>e** Emissions over full trajectories for a B738.





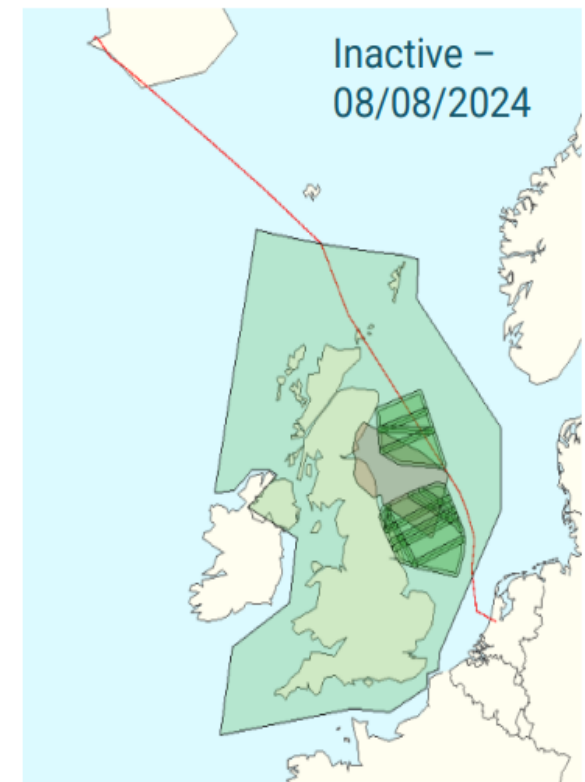
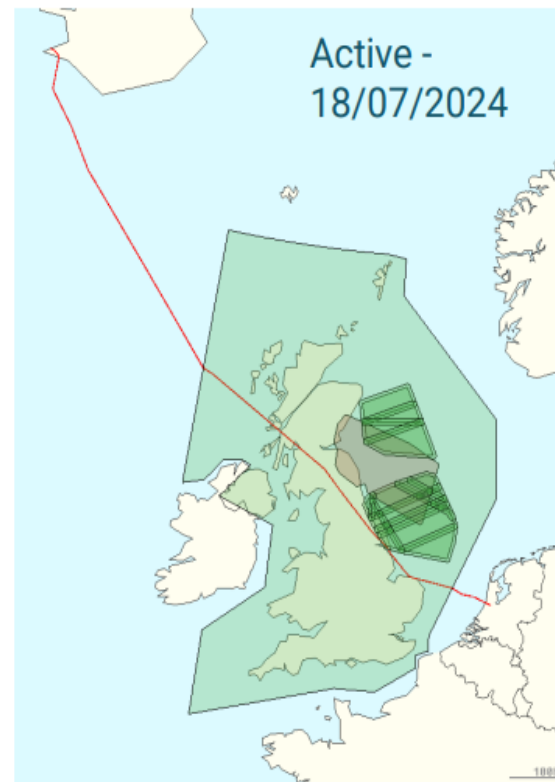
Cutting the full track to the UK FIR there is a **-46.4 NM benefit** when DA EGD514 is active, which equates to a **-242.1 kg fuel** and **-769.5 kg CO<sub>2</sub>e Emission benefit** for a B738.

In this example from ESGG (Göteborg Landvetter Airport) to EGCC (Manchester Airport) there is a **-31.8 NM benefit**, to the DA EGD514 being active, which equates to a saving of **-165.9 kg fuel** and **-527.3 kg CO<sub>2</sub>e Emissions** over full trajectories for a B738.



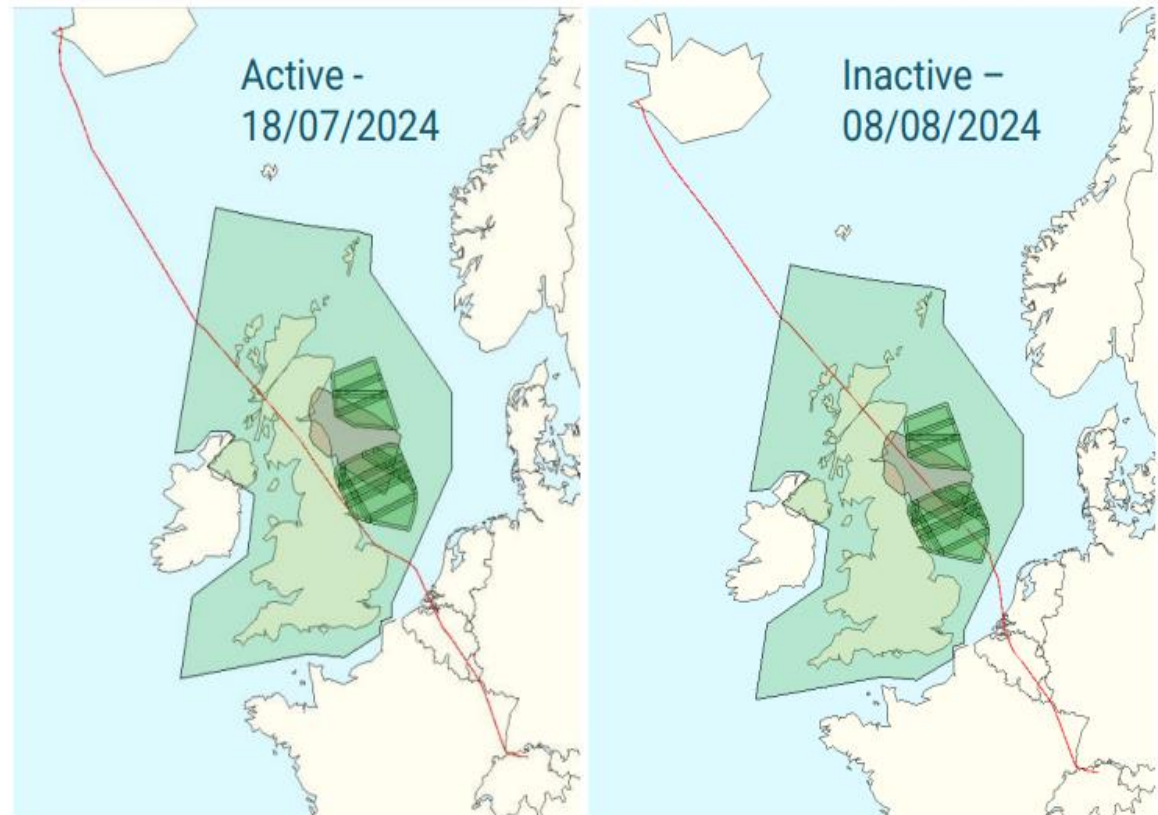
In this example from BIKF (Keflavik International Airport) to EHAM (Amsterdam Airport) there is a **28.7 NM disbenefit** over the full trajectory when DA EGD514 is active, which equates to a **300.9 kg fuel** and **956.4 kg CO<sub>2</sub>e Emission penalty** for a B763.

Cutting the full track to the UK FIR there is a **21.6 NM disbenefit** when DA EGD514 is active, which equates to a **226 kg fuel** and **718.3 kg CO<sub>2</sub>e Emission penalty** for a B763.



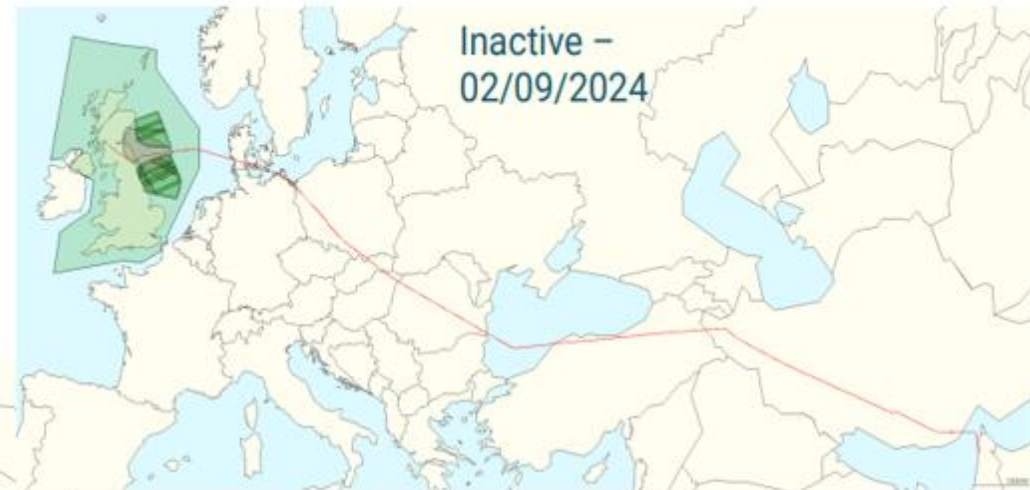
In this example from BIKF (Keflavik International Airport) to LSZH (Zurich Airport) there is a **21 NM disbenefit** over the full trajectory when DA EGD514 is active, which equates to a **177.2 kg fuel** and **563.2 kg CO<sub>2</sub>e Emission penalty** for a B752.

However, cutting the full track to the UK FIR there is a **-32 NM benefit** when DA EGD514 is active, which equates to a **-270.2 kg fuel** and **-858.8 kg CO<sub>2</sub>e Emission benefit** for a B752.





In this example from OMDb (Dubai International Airport) to EGPF (Glasgow Airport) there is a **-61.7 NM benefit** over the full trajectory when DA EGD514 is active, which equates to a **-1,730.1 kg fuel** and **-5,498.9 kg CO<sub>2</sub>e Emission benefit** for a A380-861.



Cutting the full track to the UK FIR there is a **-30.2 NM benefit** when DA EGD514 is active, which equates to a **-844.8 kg fuel** and **-2,685.1 kg CO<sub>2</sub>e Emission benefit** for a A380-861.