

## FIMS WEB NOTICE

(Refer to the Directive of CEO No. 1046/CT-TCTHK-TTĐHKT, Doc No. 642/TCTHK-DVTT)

### I. Data Interface Overview:

The screenshot displays two main sections: 'Fuel Order (unit KG):' and 'Estimated Payload (unit KG):'.  
**Fuel Order (unit KG):** Includes fields for CFP BFuel (1), FuelOrder (2), TaxiFuel (3), CFP No (6778), TripTime (00:55), TripFuel (2758), and FltNo (VN7516). It features a grid for 'Extra Fuel Reason for' with checkboxes for ZFW CHG, WX ENR, ATC DEP, ALTN CHG, WX DES, ATC ENR, MEL/CDL, LOW FL, ATC DES, and OTHS. A 'Last Update' field shows 27/06/2013 02:42 (Z) and an 'Update' button (6).  
**Fuel discrepancy (unit KG):** Includes fields for Bowser Uplift (7), Total Uplift (8), and Discrepancy (9), with an 'Update' button (10) and a 'Last Update' field showing (Z).  
**Estimated Payload (unit KG):** Includes a 'Get PAX from Sabre' button (13), a table for passenger counts (Adult 180 (11), Child 0 (12)), and a table for ULD weights (AKH 425 (17), PKC 0 (17)). It also shows 'Est Pax' (13500), 'Est Bag' (1620), 'Est Cgo + Mail' (0), and 'Est ULD' (15545) with an 'Update' button (20) and a 'Last Update' field showing 26/06/2013 21:46 (Z).

- (1) **CFP Block Fuel:** the data come automatically from the corresponding CFP as soon as the CFP is uploaded to FIMS by OCC dispatchers.
- (2) **Fuel Order:** to be inputed by NOC, DOC, TOC, VNA representatives at stations. The information is from the Pilot in Command of the flight (provided in the Flight Release or a notice). If the Pilot in command orders more fuel than the CFP Block Fuel, the Extra Fuel reason(s) (2a) should be inputed. There may be more than 1 reason.
- (3) **Taxi Fuel:** the data come automatically from the corresponding CFP as soon as the CFP is uploaded to FIMS by OCC dispatchers. Any changes will be inputed by NOC, DOC, TOC, VNA representatives at stations.
- (4) **Trip time:** the data come automatically from the corresponding CFP as soon as the CFP is uploaded to FIMS by OCC dispatchers.
- (5) **Trip Fuel:** the data come automatically from the corresponding CFP as soon as the CFP is uploaded to FIMS by OCC dispatchers. Any changes will be inputed by NOC, DOC, TOC, VNA representatives at stations.
- (6) **Update:** to save the data entered in the 'Fuel Order' frame.
- (7) **Bowser Uplift:** the fuel uplifted according to the Bowser Meter. The information is from the corresponding figure in Techlog.
- (8) **Total Uplift:** the fuel uplifted according to the Aircraft Meter. The information is from the corresponding figure in Techlog. Figure (7) and (8) are inputed by NOC, DOC, TOC, VNA representatives at stations.
- (9) **Fuel Discrepancy:** the difference between the Aircraft Meter and the Bowser Meter, automatically calculated by the fomular = (8) – (7).
- (10) **Update:** to save the data entered in the 'Fuel discrepancy' frame.
- (11) **Adult:** the number of Adults, to be inputed by Niags, Diags, Tiags, VNA representatives at stations.
- (12) **Child:** the number of Children, to be inputed by Niags, Diags, Tiags, VNA representatives at stations.

- (13) **Pax Weight:** Total weight of Pax, automatically calculated by the fomular = (11) \* 75kg + (12) \* 35kg.
- (14) **Average Weight of Baggage per Pax on the segment:** automatically coming from the database (based on the statistics from the Cargo Planning & Marketing Dept.), irrespective adults, children. If Niags, Diags, Tiags, VNA representatives at stations forecast a different number, it will be entered in that box; after clicking the ‘Update’ button (20), that number will be saved in the next gray box.
- (15) **Total Weight of Baggage:** automatically calculated by the fomular = ((11) + (12)) \* 14kg.
- (16) **Estimated Cargo and Mail weight:** to be inputed by Niags, Diags, Tiags, VNA representatives at stations. This figure doesn’t include the weight of ULD.
- (17) **The number of ULDs for baggage, cargo, mail:** to be inputed by Niags, Diags, Tiags, VNA representatives at stations.
- (18) **Total Weight of ULD:** automatically calculated by the fomular = (17) \* Average ULD Weight (the Average ULD Weight is calculated and published in COM by the Cargo Planning & Marketing Dept.).
- (19) **Estimated Payload:** automatically calculated by the fomular = (13) + (15) + (16) + (18)
- (20) **Update:** to save the data entered in the ‘Estimated Payload’ frame.

**II. Notice:**

1. Officially launched on the FIMS web data entry throughout the system of VNA from **07/01/2013**.
2. If you enter data in the boxes of a frame then move to another flight without clicking the ‘Update’ button in that frame, such data will not be saved.
3. The latest time to input Fuel Order is 30 minutes before ETD (ETD – 30’).
4. If CFP Block Fuel (1) doesn’t exist, you cannot save Fuel Order (2), (3), (5). In such case, please contact OCC dispatchers to get the corresponding CFP uploaded:  
 Tel: (+84) 4 38720884 or (+84) 4 38732732 Ext 2752  
 E-mail: [vnaops@gmail.com](mailto:vnaops@gmail.com)  
 SITA:  
 HDQOVVN
5. Fuel Order (2) must be equal to or greater than CFP Block Fuel (1).
6. Time frame to input EPLD:
  - *First entry:*
    - . For flights with block time less than 6 hours: latest time is ETD – 3 hours,
    - . For flights with block time less than 6 hours equal to or greater than 6 hours: latest time is ETD – 3 hours 30 minutes.
  - *Update:* latest time is ETD – 1 hour 15 minutes for all flights, so that OCC can make and send a new CFP. Update is needed when the EPLD changes more than the following limits:

| Aircraft type  | Weight   |  |
|----------------|----------|--|
| AT7            | 300 kgs  |  |
| A321           | 500 kgs  |  |
| A330           | 1000 kgs |  |
| A350/B777/B787 | 1500 kgs |  |

**III. Help Desk 24/24:**

Tel: (+84.4) 38732732 ext 2911 or ext

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