



CrewBriefing Information Package

for **Flight Group**

Flight group flights:

- LX1612(SWR612Q)-ZRH-MXP (STD)
- LX1613(SWR2TM)-MXP-ZRH (STD)
- LX1072(SWR2ET)-ZRH-FRA (STD)
- LX1073(SWR890M)-FRA-ZRH (STD)

ATC FPL status: ACK
ATC FPL status: SAM
ATC FPL status: ACK
ATC FPL status: ACK

AIR SUPPORT PPS - CrewBriefing

EOBT: 0800
EOBT: 0940
EOBT: 1115
EOBT: 1345

CTOT: 1020

All Messages for Flight Group

(Message search performed 2024-03-19 07:46:11 UTC)

Flight group flights:

- LX1612(SWR612Q)-ZRH-MXP (STD 190800)
- LX1613(SWR2TM)-MXP-ZRH (STD 190940)
- LX1072(SWR2ET)-ZRH-FRA (STD 191115)
- LX1073(SWR890M)-FRA-ZRH (STD 191345)

ATTN: PPS FUEL PRICE GAIN/LOSS INCORRECT SHOWN ON OFP

- ! Msg Sender: OAWOPS Msg Sent: 2023-10-19 12:42 UTC
Msg relevant to flight(s): LX1612(SWR612Q)-ZRH-MXP (STD 190800), LX1072(SWR2ET)-ZRH-FRA (STD 191115)

Gain / Loss issue was solved and is under observation. Please pass any strange calculation on to OCC

EDDF APU ON UPON ARRIVAL

- ! Msg Sender: OAWOPS Msg Sent: 2023-09-22 15:19 UTC
Msg relevant to flight(s): LX1072(SWR2ET)-ZRH-FRA (STD 191115)

Please taxi in with APU "on" in FRA / it's mandatory for WISAG groundstaff to wait until engines are off prior connecting GPU

OCC VHF not available

- Msg Sender: OAWOPS Msg Sent: 2024-03-11 17:01 UTC
Msg relevant to flight(s): LX1612(SWR612Q)-ZRH-MXP (STD 190800), LX1613(SWR2TM)-MXP-ZRH (STD 190940), LX1072(SWR2ET)-ZRH-FRA (STD 191115), LX1073(SWR890M)-FRA-ZRH (STD 191345)

At the moment OCC is not reachable via VHF Radio UFN.

+41 44 270 85 30 (OCC)

+41 79 939 09 20 (OCC Backup)

E190 Ballast Considerations

- Msg Sender: OAWOPS Msg Sent: 2024-02-21 15:21 UTC
Msg relevant to flight(s): LX1612(SWR612Q)-ZRH-MXP (STD 190800), LX1613(SWR2TM)-MXP-ZRH (STD 190940), LX1072(SWR2ET)-ZRH-FRA (STD 191115), LX1073(SWR890M)-FRA-ZRH (STD 191345)

If station has no BAL available or load planner realizes the need for more than 200kg of BAL, loading supervisor will approach the flight crew to establish EFB loadsheet (section trim = less critical). In case EFB loadsheet is not providing a more optimum result (no or less BAL), reseat of pax, reposition of load or loading of BAL, if available, is to be applied.

LSZH: DE-ICING PROCEDURE

- Msg Sender: OAWOPS Msg Sent: 2023-10-02 10:53 UTC
Msg relevant to flight(s): LX1612(SWR612Q)-ZRH-MXP (STD 190800), LX1072(SWR2ET)-ZRH-FRA (STD 191115)

KINDLY NOTE THE FOLLOWING PROCEDURE TO AVOID ANY CREW DELAYS:

If de-icing is required, flight crew shall call DE-ICING COORDINATION on 121.810 latest 15 minutes before TOBT, prior to departure clearance. This call shall be made irrespective of de-icing status.

TOBT shall not be adjusted to reflect the de-icing process (spraying time).

ACFT de-icing on stand:

- Pilot shall contact ZURICH Delivery at TOBT +/-5 minutes and report ready for on stand de-icing.

- The duration of the de-icing process is reflected in the TSAT.

Cabin door vent flap on the E1

- Msg Sender: OAWOPS Msg Sent: 2023-01-18 05:22 UTC
Msg relevant to flight(s): LX1612(SWR612Q)-ZRH-MXP (STD 190800), LX1613(SWR2TM)-MXP-ZRH (STD 190940), LX1072(SWR2ET)-ZRH-FRA (STD 191115), LX1073(SWR890M)-FRA-ZRH (STD 191345)

Maintenance Remark:

It came to our attention, crew and catering leaving the vent flap of the cabin doors open quite often. Please take the extra step on the E1 to close the vent flap of the cabin doors after closing the door!

No re-calculations must be done UFN

 Msg Sender: QAWOPS Msg Sent: 2022-11-30 22:06 UTC

Flight Messages Page 2 of 3
Page 3 of 140 Total Pages

Msg relevant to flight(s): LX1612(SWR612Q)-ZRH-MXP (STD 190800), LX1613(SWR2TM)-MXP-ZRH (STD 190940), LX1072(SWR2ET)-ZRH-FRA (STD 191115), LX1073(SWR890M)-FRA-ZRH (STD 191345)

Due to a technical issue with the IFS application and the flight planning system re-calculations of flight plans by the flight crews must not be done until further notice. Therefore please call OCC in case the alternate shall be adjusted or to be removed (ADDNAR) .

End of Messages information

Helvetic Airways - E-Jet Operational Flight Plan CALCULATED: 190509 UTC - MET: 190000
 Helvetic OCC: +41 44 270 85 30

Flight Info

Date: 19MAR24
 Reg.: HBJVY
 Type: E190
 From: LSZH ZRH ZURICH
 To: LIMC MXP MILAN/MALPENSA
 ALTN1: LIML LIN MILAN/LINATE
 ALTN2:
 T/O ALT:
 FltNr: LX1612
 ATC: SWR612Q
 RTE: ZRH-MXP05
 FP-DIST: 250 NM
 GC-DIST: 110 NM
 ESAD-DIST: 248 NM
 AVG. WC: 322/017 9 KTS TAIL
 FL: LSZH/FL240/GERSA/FL230/
 AVG. ISA DEV: 0
 COST INDEX: N/A
 CLIMB PROFILE: 250/290/M.75
 CRUISE PROFILE: 290 / M.78
 DESCENT PROFILE: M.77/290/250

Fuel

PLND	CORR	ACT	S
Taxi:	0.2	_____	_____
LIMC:	0:48	1.7	_____
CF 5%:	0:05	0.1	_____
LIML:	0:20	0.8	_____
	0:00	0.0	_____
ADD:	0:00	0.0	_____
FR:	0:30	0.7	_____
MIN:	1:43	3.6	_____
DF:	0:00	0.0	_____
ACT:	1:43	3.6	=====

FUEL Policy: ADDNAR OPTIONAL No Discretionary Fuel Data Available

ATC Route

To DEST: VEBIT T53 GERSA/N0401F230 N850 DEGAD Z424 RIXUV

To ALTN1: SRN SRN

To ALTN2:

ATIS Departure

ATIS Destination

ATC Clearance

T/O Performance

TKOF RWY: _____ ATTCS: ON / OFF REF ECS: ON / OFF REF A/I: OFF / ENG / ALL

RWY COND: dry / wet / other: _____ ATOW / CG: _____ / _____

Thrust Mode: T/O- 1 / 2 / 3 N1 Target: _____ FLEX TEMP: _____

FLAPS: 1 / 2 / 3 / 4 STAB TRIM: _____ MTOW: _____

SPEEDS: V1: _____ VR: _____ V2: _____ VFS: _____

Landing Performance

LAND RWY: _____ RWY COND: dry / wet / other: _____

FLAPS: 5 / FULL ICE: NO / ICE APPR: CATI / CATII / AL REV: YES / NO

ALM (T): _____ SPEED ADDITIVE: _____ BRK MODE: MAN / LO / MED / HI

LDA: _____ LDR: _____ VREF/VAC: _____ VAP: _____ VFS: _____

Times

STD: 08:00 STA: 08:55 STE: 0:55
 BLK Off: _____ Take Off: _____
 BLK On: _____ Landing: _____
 BLK Time: _____ Flt Time: _____

CTOT: _____
 Delay (Code/Min): _____ / _____
 _____ / _____

Loadmass

	ACT:	MAX:
ZFM:	34066 kg	40800 kg
TOF:	3.4 t	_____
TOM:	37437 kg	50299 kg
TRIP:	1.7 t	_____
LM:	35713 kg	43000 kg
PAX:	4284 kg (51 PAX)	
Cargo/Bag:	959 kg	
Underload:	6734 kg by MZFM	

CMD Signature

	Corrections		
FL	WC(kt)	Time(min)	Trip(kg)
270	0	N/A	0
250	9	48.0	1711
240	9	48.0	1724
230	8	49.0	1722
210	10	47.0	1732
190	11	49.0	1774
170	10	47.0	1813
10KT		42 / 1T	14
Gain / Loss:		GAIN	0\$/TON

Next flights HBJVY

NEXT FLT	LX1613	LX758	LX759
DOF	240319	240319	240319
STD	0940	1650	1930
DEP	LIMC	LSZH	ELLX
DEST	LSZH	ELLX	LSZH
STA	1045	1745	2025
TRIP TIME	0048	0050	0043
TRIP FUEL	1.7	1.7	1.5
GAIN/LOSS	LOSS 40\$/T	LOSS 103\$/T	GAIN 68\$/T
MIN FUEL	4.3	4.1	4.0
MAX FUEL	9.4	7.5	12.1

MEL items applicable for this operational flight plan:

NO MEL/CDL

IDENT	AWY	LAT/LONG	GMORA	MT	TAS	WIND	DIST	TIME	ETO	FOB	PLNUSED	DIF.USED
				MH	GS	OAT/ISA	REM	ATIM	ATO	MREQ	ACTUSED	EXTRA
LSZH	FL	N47:27.5	MEA				250					
		E008:32.9										
KLO23	VEBI4W	N47:27.7	116	273	265	336/012	2	0			0.2	
LSAS	CLB	E008:29.4		275	276	VAR/	1	0:00		3.2		
TH246	VEBI4W	N47:27.6	116	258	265	336/012	1	0			0.2	
LSAS	CLB	E008:28.3		260	276	VAR/	1	0:00		3.2		
TH201	VEBI4W	N47:26.9	116	219	265	336/012	1	0			0.3	
LSAS	CLB	E008:27.3		221	276	VAR/	1	0:00		3.2		
IXBRE	VEBI4W	N47:26.3	116	202	265	336/012	1	0			0.3	
LSAS	CLB	E008:26.9		204	276	VAR/	1	0:00		3.2		
BREGO	VEBI4W	N47:23.4	116	232	265	336/012	5	1			0.3	
LSAS	CLB	E008:20.8		234	276	VAR/	1	0:01		3.1		
ZH554	VEBI4W	N47:21.3	116	239	265	336/012	4	1			0.4	
LSAS	CLB	E008:14.9		241	276	VAR/	1	0:02		3.1		
ZH558	VEBI4W	N47:19.1	116	239	265	336/012	5	1			0.5	
LSAS	CLB	E008:08.7		241	276	VAR/	1	0:03		3.0		
VEBIT	VEBI4W	N47:16.1	116	239	265	336/012	6	1			0.5	
LSAS	CLB	E008:00.3		241	276	VAR/	1	0:04		2.9		
OBEDU	T53	N47:15.5	116	090	265	336/012	11	2			0.7	
LSAS	CLB	E008:15.3		088	276	VAR/	1	0:06		2.8		
OMIDO	T53	N47:15.0	116	091	265	336/012	8	2			0.8	
LSAS	CLB	E008:27.0	85	089	276	VAR/	1	0:08		2.7		
ARTAG	T53	N47:09.9	116	150	409	336/012	5	1			0.9	
LSAS	CLB	E008:30.8	85	150	436	VAR/	1	0:09		2.6		
-TOC-	T53	N47:09.9	116	171	409	336/012	0	0			0.9	
	CLB	E008:30.8	85	171	436	VAR/	1	0:09		2.6		
GERSA	T53	N47:02.4	116	171	409	328/027	8	1			0.9	
LSAS	240	E008:31.9	85	172	433	-34/-1	193	0:10			2.6	
SOSON	N850	N46:36.4	161	171	401	323/022	26	4			1.0	
LSAS	230	E008:35.7	140	172	420	-31/0	167	0:14			2.4	
DEGAD	N850	N46:26.2	161	171	401	323/022	10	1			1.1	
LSAS	230	E008:37.1	140	172	420	-31/0	157	0:15			2.4	
BASGO	Z424	N46:16.4	161	209	401	323/022	12	2			1.1	
LSAS	230	E008:28.3	175	212	408	-31/0	145	0:17			2.3	
AKASU	Z424	N46:06.6	161	171	401	323/022	10	1			1.2	
LIMM	230	E008:29.7	175	172	420	-31/0	135	0:18			2.3	
-TOD-	Z424	N46:01.0	161	156	401	323/022	6	2			1.2	
	230	E008:32.8	125	157	420	-31/0	129	0:20			2.2	

IDENT	AWY	LAT/LONG	GMORA	MT	TAS	WIND	DIST	TIME	ETO	FOB	PLNUSED	DIF.USED
	FL		MEA	MH	GS	OAT/ISA	REM	ATIM	ATO	MREQ	ACTUSED	EXTRA
RIXUV	Z424	N45:53.8	161	156	242	336/009	7	1	_____	_____	1.2	_____
LIMM	DSC	E008:36.6		156	261	VAR/ 0	122	0:21	_____	2.2	_____	_____
MC685	RIXU3H	N45:45.9	114	138	242	336/009	10	2	_____	_____	1.2	_____
LIMM	DSC	E008:45.8		137	261	VAR/ 0	112	0:23	_____	2.2	_____	_____
EVGIR	RIXU3H	N45:37.0	114	149	242	336/009	10	2	_____	_____	1.2	_____
LIMM	DSC	E008:52.6		149	261	VAR/ 0	102	0:25	_____	2.2	_____	_____
MC768	RIXU3H	N45:30.2	114	166	242	336/009	7	1	_____	_____	1.3	_____
LIMM	DSC	E008:54.5		166	261	VAR/ 0	95	0:26	_____	2.2	_____	_____
MC761	RIXU3H	N45:23.3	114	166	242	336/009	7	2	_____	_____	1.3	_____
LIMM	DSC	E008:56.4		166	261	VAR/ 0	88	0:28	_____	2.1	_____	_____
MC756	RIXU3H	N45:18.4	114	166	242	320/013	5	1	_____	_____	1.3	_____
LIMM	100	E008:57.7		167	261	VAR/ 2	83	0:29	_____	2.1	_____	_____
ESITE	RIXU3H	N45:13.5	114	166	242	320/013	5	1	_____	_____	1.4	_____
LIMM	100	E008:59.0		167	261	VAR/ 2	78	0:30	_____	2.1	_____	_____
MC746	RIXU3H	N45:08.6	114	166	242	320/013	5	1	_____	_____	1.4	_____
LIMM	100	E009:00.3		167	261	VAR/ 2	73	0:31	_____	2.0	_____	_____
MC741	RIXU3H	N45:03.7	106	166	242	320/013	5	1	_____	_____	1.4	_____
LIMM	100	E009:01.7		167	261	VAR/ 2	68	0:32	_____	2.0	_____	_____
MC435	RIXU3H	N45:02.5	114	256	242	320/013	6	1	_____	_____	1.5	_____
LIMM	100	E008:53.3		258	261	VAR/ 2	62	0:33	_____	1.9	_____	_____
MC430	RIXU3H	N45:07.4	114	346	242	320/013	5	1	_____	_____	1.5	_____
LIMM	100	E008:52.0		345	261	VAR/ 2	57	0:34	_____	1.9	_____	_____
MC425	RIXU3H	N45:12.3	114	346	242	320/013	5	1	_____	_____	1.6	_____
LIMM	100	E008:50.7		345	261	VAR/ 2	52	0:35	_____	1.9	_____	_____
MC420	RIXU3H	N45:17.3	114	346	242	320/013	5	1	_____	_____	1.6	_____
LIMM	100	E008:49.3		345	261	VAR/ 2	47	0:36	_____	1.8	_____	_____
INLER	RIXU3H	N45:22.2	114	346	242	320/013	5	1	_____	_____	1.6	_____
LIMM	100	E008:48.0		345	261	VAR/ 2	42	0:37	_____	1.8	_____	_____
KUPBE	RIXU3H	N45:37.6	114	329	242	336/009	18	4	_____	_____	1.8	_____
LIMM	DSC	E008:36.2		329	261	VAR/ 0	24	0:41	_____	1.7	_____	_____
VAFRA	RIXU3H	N45:46.5	114	346	242	336/009	9	3	_____	_____	1.8	_____
LIMM	DSC	E008:33.7		345	261	VAR/ 0	15	0:44	_____	1.6	_____	_____
MC905	RIXU3H	N45:47.5	114	076	242	336/009	5	2	_____	_____	1.9	_____
LIMM	DSC	E008:41.3		073	261	VAR/ 0	10	0:46	_____	1.6	_____	_____
MSL52	RIXU3H	N45:43.5	114	166	242	336/009	5	2	_____	_____	1.9	_____
LIMM	DSC	E008:42.4		167	261	VAR/ 0	5	0:48	_____	1.5	_____	_____
MSL35	RIXU3H	N45:41.8	114	166	242	336/009	1	0	_____	_____	1.9	_____
LIMM	DSC	E008:42.9		167	261	VAR/ 0	4	0:48	_____	1.5	_____	_____

IDENT	AWY	LAT/LONG	GMORA	MT	TAS	WIND	DIST	TIME	ETO	FOB	PLNUSED	DIF.USED
	FL		MEA	MH	GS	OAT/ISA	REM	ATIM	ATO	MREQ	ACTUSED	EXTRA
IMSL3	RIXU3H	N45:41.3 114		166	242	336/009	1	0	_____	_____	1.9	_____
LIMM	DSC	E008:43.0		167	261	VAR/ 0	3	0:48	_____	1.5	_____	_____
IMSL2	RIXU3H	N45:40.3 114		166	242	336/009	1	0	_____	_____	1.9	_____
LIMM	DSC	E008:43.3		167	261	VAR/ 0	2	0:48	_____	1.5	_____	_____
MSL08	RIXU3H	N45:39.1 114		166	242	336/009	1	0	_____	_____	1.9	_____
LIMM	DSC	E008:43.6		167	261	VAR/ 0	1	0:48	_____	1.5	_____	_____
RW17L	RIXU3H	N45:38.5 114		166	242	336/009	1	0	_____	_____	1.9	_____
LIMM	DSC	E008:43.8		167	261	VAR/ 0	0	0:48	_____	1.5	_____	_____
LIMC	RIXU3H	N45:37.8 114		200	242	336/009	0	0	_____	_____	1.9	_____
		E008:43.4		202	261	VAR/ 0	0	0:48	_____	1.5	_____	_____

Alternate LIML SRN SRN

MC906	SID	N45:31.7 114		162	180	VAR/VAR	6	2	_____	_____	2.1	_____
LIMM	CLB	E008:45.7			186	VAR/ 1	77	0:50	_____	1.4	_____	_____
INLER	SID	N45:22.2 114		167	278	350/011	10	2	_____	_____	2.2	_____
LIMM	70	E008:48.0			289	2/ 1	67	0:52	_____	1.3	_____	_____
SRN		N45:38.8 114		026	274	021/010	19	4	_____	_____	2.3	_____
LIMM	60	E009:01.3 000			264	4/ 1	48	0:56	_____	1.1	_____	_____
UNDAP	STAR	N45:12.2 106		167	278	350/011	27	6	_____	_____	2.6	_____
LIMM	70	E009:08.0			289	2/ 1	21	1:02	_____	0.9	_____	_____
SOROP	STAR	N45:13.7 106		075	278	VAR/VAR	7	2	_____	_____	2.6	_____
LIMM	DSC	E009:18.0			272	VAR/ 1	14	1:04	_____	0.8	_____	_____
LNT85	STAR	N45:17.7 106		353	180	VAR/VAR	4	1	_____	_____	2.6	_____
LIMM	DSC	E009:17.6			191	VAR/ 2	10	1:05	_____	0.8	_____	_____
LNT56	STAR	N45:20.6 106		353	263	VAR/VAR	3	1	_____	_____	2.7	_____
LIMM	DSC	E009:17.3			252	VAR/ 2	7	1:06	_____	0.8	_____	_____
RW35	STAR	N45:26.1 106		353	180	VAR/VAR	6	2	_____	_____	2.7	_____
LIMM	DSC	E009:16.7			169	VAR/ 2	1	1:08	_____	0.8	_____	_____
LIML	STAR	N45:27.0 106		357	180	VAR/VAR	1	0	_____	_____	2.7	_____
	DSC	E009:16.7			169	VAR/ 2	0	1:08	_____	0.7	_____	_____

ICAO	NAME	WIND	FL	NM	MT	TIME	FUEL	---BLOCK---
LSZH	ZRH ZURICH	337/ 33	240	263	353	0:49	1.7	2:07 4.4
LIMF	TRN TORINO/CASELLE	320/ 13	100	94	238	0:24	0.9	1:42 3.7
LIME	BGY BERGAMO/ORIO AL	351/ 6	80	164	083	0:39	1.4	1:57 4.2 ERA
LIMJ	GOA GENOA/SESTRI	327/ 24	170	173	173	0:35	1.2	1:53 4.0

Climb : 49 NM in 0:09 hrs 0.9 TON Descent:129 NM in 0:28 hrs 0.7 TON

ATC flightplan

(FPL-SWR612Q-IS
-E190/M-SDE1E2E3FGIRWYZ/LB1
-LSZH0800
-N0409F240 VEBIT T53 GERSA/N0401F230 N850 DEGAD Z424 RIXUV
-LIMC0048 LIML
-PBN/A1B1C1D1O1S1S2T1 DAT/CPDLCX DOF/240319 REG/HBJVY
EET/LIMM0017 SEL/BHEK CODE/4B19FE RVR/175 OPR/OAW RMK/OPS
TEL 0041442708530
-E/0143 P/056 R/E J/L
A/WHITE
C/)
END OF PPS FLIGHT LOG LX1612

Airports enroute list from LSZH to LIMC

Log no 2893

Time	Wayp	Dist	Icao	IATA	Name	RwyL	DIST	Warning
			LAT		LON			
0:00	LSZH	2	N47:27.5	E008:32.9				
			LSZH	ZRH	ZURICH	12139	0	
0:14	DEGAD	6	N46:32.4	E008:36.2				
			LIMC	MXP	MILAN/MALPENSA	12861	55	

Helvetic Airways - E-Jet Operational Flight Plan CALCULATED: 190643 UTC - MET: 190000
 Helvetic OCC: +41 44 270 85 30

Flight Info

Date: 19MAR24
 Reg.: HBJVY
 Type: E190
 From: LIMC MXP MILAN/MALPENSA
 To: LSZH ZRH ZURICH
 ALTN1: LFSB BSL BASLE/MULHOUSE
 ALTN2:
 T/O ALT:
 FltNr: LX1613
 ATC: SWR2TM
 RTE: MXP-ZRH02
 FP-DIST: 263 NM
 GC-DIST: 110 NM
 ESAD-DIST: 272 NM
 AVG. WC: 332/026 16 KTS HEAD
 FL: LIMC/FL240/
 AVG. ISA DEV: -2
 COST INDEX: N/A
 CLIMB PROFILE: 250/290/M.75
 CRUISE PROFILE: 290 / M.78
 DESCENT PROFILE: M.77/290/250

Times

STD: 09:40 STA: 10:45 STE: 1:05
 BLK Off: _____ Take Off: _____
 BLK On: _____ Landing: _____
 BLK Time: _____ Flt Time: _____

CTOT: _____
 Delay (Code/Min): _____ / _____
 _____ / _____

Loadmass

ACT:	MAX:
ZFM: 35337 kg	40800 kg
TOF: 4.1 t	_____
TOM: 39423 kg	50299 kg
TRIP: 1.7 t	_____
LM: 37706 kg	43000 kg
PAX: 5628 kg (67 PAX)	
Cargo/Bag: 886 kg	
Underload: 5294 kg by MLM	

CMD Signature

Fuel			
PLND	CORR	ACT	
Taxi: 0.2	_____	_____	S _____
LSZH: 0:48 1.7	_____	_____	W _____
CF 5%: 0:05 0.1	_____	_____	I _____
LFSB: 0:39 1.5	_____	_____	F _____
0:00 0.0	_____	_____	A _____
ADD: 0:00 0.0	_____	_____	T _____
FR: 0:30 0.8	_____	_____	
MIN: 2:02 4.3	_____	_____	
DF: 0:00 0.0	_____	_____	
ACT: 2:02 4.3	_____	_____	

Corrections			
FL	WC(kt)	Time(min)	Trip(kg)
280	-17	50.0	1681
260	-16	50.0	1696
240	-16	48.0	1718
220	-8	49.0	1715
200	-7	51.0	1773
180	-6	52.0	1840
160	0	N/A	0
10KT	42 / 1T	23	
Gain / Loss:	LOSS	40\$/TON	

FUEL Policy: ADDNAR OPTIONAL No Discretionary Fuel Data Available

ATC Route

To DEST: PEPAG L995 CANNE Z651 KELIP

To ALTN1: VEBIT T52 LUMEL

To ALTN2:

ATIS Departure
ATIS Destination
ATC Clearance
T/O Performance

TKOF RWY: _____ ATTCS: ON / OFF REF ECS: ON / OFF REF A/I: OFF / ENG / ALL

RWY COND: dry / wet / other: _____ ATOW / CG: _____ / _____

Thrust Mode: T/O- 1 / 2 / 3 N1 Target: _____ FLEX TEMP: _____

FLAPS: 1 / 2 / 3 / 4 STAB TRIM: _____ MTOW: _____

SPEEDS: V1: _____ VR: _____ V2: _____ VFS: _____

Landing Performance

LAND RWY: _____ RWY COND: dry / wet / other: _____

FLAPS: 5 / FULL ICE: NO / ICE APPR: CATI / CATII / AL REV: YES / NO

ALM (T): _____ SPEED ADDITIVE: _____ BRK MODE: MAN / LO / MED / HI

LDA: _____ LDR: _____ VREF/VAC: _____ VAP: _____ VFS: _____

Next flights HBJVY

NEXT FLT	LX758	LX759
DOF	240319	240319
STD	1650	1930
DEP	LSZH	ELLX
DEST	ELLX	LSZH
STA	1745	2025
TRIP TIME	0050	0044
TRIP FUEL	1.7	1.5
GAIN/LOSS	LOSS 103\$/T	GAIN 67\$/T
MIN FUEL	4.1	4.0
MAX FUEL	7.5	12.1
		0.0

MEL items applicable for this operational flight plan:

NO MEL/CDL

IDENT	AWY	LAT/LONG	GMORA	MT	TAS	WIND	DIST	TIME	ETO	FOB	PLNUSED	DIF.USED
LIMC	FL	N45:37.8	MEA	MH	GS	OAT/ISA	REM	ATIM	ATO	MREQ	ACTUSED	EXTRA
C1300	SRN7H	N45:39.3	114	005	270	337/013	2	0	_____	_____	0.2	_____
LIMM	CLB	E008:43.7		004	258	VAR/ 1	261	0:00	_____	3.9	_____	_____
MMP5	SRN7H	N45:42.3	114	045	270	337/013	4	1	_____	_____	0.3	_____
LIMM	CLB	E008:48.6		042	258	VAR/ 1	257	0:01	_____	3.9	_____	_____
SRN	SRN7H	N45:38.8	114	109	270	337/013	10	2	_____	_____	0.4	_____
LIMM	CLB	E009:01.3		107	258	VAR/ 1	247	0:03	_____	3.7	_____	_____
OLPUR	SRN7H	N45:38.9	106	086	270	337/013	25	6	_____	_____	0.8	_____
LIMM	CLB	E009:37.2		083	258	VAR/ 1	222	0:09	_____	3.4	_____	_____
TH59	SRN7H	N45:39.1	106	071	270	337/013	0	0	_____	_____	0.8	_____
LIMM	CLB	E009:38.2		068	258	VAR/ 1	222	0:09	_____	3.4	_____	_____
TH14	SRN7H	N45:39.9	106	032	270	337/013	1	0	_____	_____	0.8	_____
LIMM	CLB	E009:39.0		030	258	VAR/ 1	221	0:09	_____	3.4	_____	_____
TH329	SRN7H	N45:40.9	106	347	270	337/013	2	0	_____	_____	0.8	_____
LIMM	CLB	E009:38.8		346	258	VAR/ 1	219	0:09	_____	3.3	_____	_____
TH317	SRN7H	N45:41.1	106	319	270	337/013	0	0	_____	_____	0.8	_____
LIMM	CLB	E009:38.5		320	258	VAR/ 1	219	0:09	_____	3.3	_____	_____
-TOC-	SRN7H	N45:43.6	106	305	270	337/013	4	1	_____	_____	0.9	_____
	CLB	E009:34.0		307	258	VAR/ 1	215	0:10	_____	3.3	_____	_____
OSVIC	SRN7H	N45:49.3	106	305	409	337/032	9	1	_____	_____	0.9	_____
LIMM	240	E009:23.4		308	381	-34/ -1	206	0:11	_____	3.2	_____	_____
PEPAG	SRN7H	N45:59.0	106	303	409	337/032	17	3	_____	_____	1.0	_____
LIMM	240	E009:04.3		306	381	-34/ -1	189	0:14	_____	3.1	_____	_____
CANNE	L995	N46:10.0	161	321	409	337/032	13	2	_____	_____	1.1	_____
LSAS	240	E008:52.9		322	378	-34/ -1	176	0:16	_____	3.1	_____	_____
DETTRI	Z651	N46:36.4	161	350	409	337/032	27	4	_____	_____	1.3	_____
LSAS	240	E008:48.9	135	349	378	-34/ -1	149	0:20	_____	2.9	_____	_____
KELIP	Z651	N46:57.4	161	350	409	337/032	21	3	_____	_____	1.4	_____
LSAS	240	E008:45.7	135	349	378	-34/ -1	128	0:23	_____	2.8	_____	_____
MOSIT	KELI3G	N47:04.1	161	351	408	323/026	7	1	_____	_____	1.4	_____
LSAS	240	E008:44.6		349	385	-35/ -2	121	0:24	_____	2.7	_____	_____
ZH628	KELI3G	N47:16.2	116	347	408	323/026	12	2	_____	_____	1.5	_____
LSAS	240	E008:41.5		345	385	-35/ -2	109	0:26	_____	2.7	_____	_____
ZH627	KELI3G	N47:22.3	116	332	408	323/026	7	1	_____	_____	1.5	_____
LSAS	240	E008:37.2		331	383	-35/ -2	102	0:27	_____	2.6	_____	_____
ZH501	KELI3G	N47:27.4	116	326	408	323/026	6	1	_____	_____	1.5	_____
LSAS	240	E008:32.7		326	382	-35/ -2	96	0:28	_____	2.6	_____	_____

IDENT	AWY	LAT/LONG	GMORA	MT	TAS	WIND	DIST	TIME	ETO	FOB	PLNUSED	DIF.USED
	FL		MEA	MH	GS	OAT/ISA	REM	ATIM	ATO	MREQ	ACTUSED	EXTRA
GIPOL	KELI3G	N47:30.3	116	275	408	323/026	20	3	_____	_____	1.7	_____
LSAS	240	E008:02.4		278	389	-35/-2	76	0:31	_____	2.5	_____	_____
ZH445	KELI3G	N47:34.2	116	046	408	323/026	6	1	_____	_____	1.7	_____
LSAS	240	E008:09.2		042	405	-35/-2	70	0:32	_____	2.5	_____	_____
-TOD-	KELI3G	N47:28.4	116	143	408	323/026	7	0	_____	_____	1.7	_____
	240	E008:15.0		143	405	-35/-2	63	0:32	_____	2.4	_____	_____
ZH447	KELI3G	N47:26.9	116	143	245	342/005	2	1	_____	_____	1.7	_____
LSAS	DSC	E008:16.5		143	242	VAR/ 1	61	0:33	_____	2.4	_____	_____
ZH449	KELI3G	N47:21.2	116	143	245	342/005	7	2	_____	_____	1.7	_____
LSAS	DSC	E008:22.2		143	242	VAR/ 1	54	0:35	_____	2.4	_____	_____
ZH451	KELI3G	N47:20.5	116	093	245	342/005	7	2	_____	_____	1.8	_____
LSAS	DSC	E008:32.4		092	242	VAR/ 1	47	0:37	_____	2.4	_____	_____
ZH453	KELI3G	N47:20.0	116	093	245	342/005	5	1	_____	_____	1.8	_____
LSAS	DSC	E008:39.7		092	242	VAR/ 1	42	0:38	_____	2.4	_____	_____
ZH455	KELI3G	N47:19.4	116	093	245	342/005	5	1	_____	_____	1.8	_____
LSAS	DSC	E008:47.0		092	242	VAR/ 1	37	0:39	_____	2.4	_____	_____
ZH457	KELI3G	N47:18.9	116	093	245	342/005	5	1	_____	_____	1.8	_____
LSAS	DSC	E008:54.3		092	242	VAR/ 1	32	0:40	_____	2.3	_____	_____
ZH459	KELI3G	N47:18.3	118	093	245	342/005	5	1	_____	_____	1.8	_____
LSAS	DSC	E009:01.6		092	242	VAR/ 1	27	0:41	_____	2.3	_____	_____
ZH460	KELI3G	N47:25.3	118	003	245	342/005	7	2	_____	_____	1.9	_____
LSAS	DSC	E009:02.8		003	242	VAR/ 1	20	0:43	_____	2.3	_____	_____
ZH464	KELI3G	N47:25.9	118	273	245	342/005	5	1	_____	_____	1.9	_____
LSAS	DSC	E008:54.9		274	242	VAR/ 1	15	0:44	_____	2.3	_____	_____
RAMEM	KELI3G	N47:26.3	116	273	245	342/005	4	1	_____	_____	1.9	_____
LSAS	DSC	E008:49.0		274	242	VAR/ 1	11	0:45	_____	2.3	_____	_____
IZW33	KELI3G	N47:27.1	116	273	245	342/005	7	2	_____	_____	1.9	_____
LSAS	DSC	E008:38.8		274	242	VAR/ 1	4	0:47	_____	2.3	_____	_____
RW28	KELI3G	N47:27.4	116	273	245	342/005	3	1	_____	_____	1.9	_____
LSAS	DSC	E008:34.2		274	242	VAR/ 1	1	0:48	_____	2.2	_____	_____
LSZH	KELI3G	N47:27.5	116	273	245	342/005	1	0	_____	_____	1.9	_____
		E008:32.9		274	242	VAR/ 1	0	0:48	_____	2.2	_____	_____
<hr/>												
Alternate LFSB VEBIT T52 LUMEL												
IZW25	SID	N47:27.7	116	273	180	VAR/VAR	2	1	_____	_____	2.0	_____
LSAS	CLB	E008:30.3		182		VAR/ 0	172	0:49	_____	2.2	_____	_____
FIX28	SID	N47:25.7	116	234	180	VAR/VAR	3	1	_____	_____	2.0	_____
LSAS	CLB	E008:25.9		182		VAR/ 0	169	0:50	_____	2.1	_____	_____

IDENT	AWY	LAT/LONG	GMORA	MT	TAS	WIND	DIST	TIME	ETO	FOB	PLNUSED	DIF.USED
	FL		MEA	MH	GS	OAT/ISA	REM	ATIM	ATO	MREQ	ACTUSED	EXTRA
TH207	SID	N47:25.1	116	219	180	VAR/VAR	1	0	_____	_____	2.1	_____
LSAS	CLB	E008:25.2			182	VAR/ 0	168	0:50	_____	2.1	_____	_____
TH192	SID	N47:24.8	116	195	180	VAR/VAR	0	0	_____	_____	2.1	_____
LSAS	CLB	E008:25.0			182	VAR/ 0	168	0:50	_____	2.1	_____	_____
IXWIL	SID	N47:20.2	116	193	281	048/004	5	1	_____	_____	2.2	_____
LSAS	80	E008:23.1			284	-1/ 0	163	0:51	_____	2.0	_____	_____
WIL10	SID	N47:15.1	116	241	281	048/004	12	3	_____	_____	2.3	_____
LSAS	80	E008:07.5			285	-1/ 0	151	0:54	_____	1.9	_____	_____
TH280	SID	N47:15.0	116	262	281	048/004	1	0	_____	_____	2.3	_____
LSAS	80	E008:06.4			284	-1/ 0	150	0:54	_____	1.9	_____	_____
TH325	SID	N47:15.6	116	301	281	048/004	1	0	_____	_____	2.3	_____
LSAS	80	E008:05.2			282	-1/ 0	149	0:54	_____	1.9	_____	_____
TH331	SID	N47:15.7	116	326	281	048/004	0	0	_____	_____	2.3	_____
LSAS	80	E008:05.1			280	-1/ 0	149	0:54	_____	1.9	_____	_____
IXGIP	SID	N47:22.9	116	328	281	048/004	8	2	_____	_____	2.3	_____
LSAS	80	E007:59.3			280	-1/ 0	141	0:56	_____	1.8	_____	_____
GIPOL	SID	N47:30.3	116	013	277	048/004	8	2	_____	_____	2.4	_____
LSAS	70	E008:02.4			274	1/ 0	133	0:58	_____	1.8	_____	_____
VEBIT	T52	N47:16.1	116	183	281	048/004	14	3	_____	_____	2.5	_____
LSAS	80	E008:00.4	065		284	-1/ 0	119	1:01	_____	1.6	_____	_____
BALIR	T52	N47:18.5	116	272	281	024/006	30	6	_____	_____	2.8	_____
LSAS	80	E007:16.9	070		283	-1/ 0	89	1:07	_____	1.4	_____	_____
LUMEL	T52	N47:24.4	77	316	281	024/006	8	2	_____	_____	2.8	_____
LSAS	80	E007:09.2	070		278	-1/ 0	81	1:09	_____	1.3	_____	_____
X246	STAR	N47:28.9	77	294	281	024/006	10	2	_____	_____	2.9	_____
LFEE	80	E006:55.6			281	-1/ 0	71	1:11	_____	1.3	_____	_____
R271Y	STAR	N47:39.6	59	349	281	024/006	11	2	_____	_____	3.0	_____
LFEE	80	E006:53.1			276	-1/ 0	60	1:13	_____	1.2	_____	_____
ALTIK	STAR	N47:39.0	77	092	277	024/006	10	2	_____	_____	3.1	_____
LFEE	70	E007:07.8			275	1/ 0	50	1:15	_____	1.1	_____	_____
R228	STAR	N47:27.9	77	165	277	024/006	11	2	_____	_____	3.1	_____
LFEE	70	E007:11.7			282	1/ 0	39	1:17	_____	1.0	_____	_____
R193	STAR	N47:23.1	77	119	277	024/006	9	2	_____	_____	3.2	_____
LFEE	70	E007:23.7			278	1/ 0	30	1:19	_____	0.9	_____	_____
WIL16	STAR	N47:18.9	77	119	277	024/006	9	2	_____	_____	3.3	_____
LFEE	70	E007:34.2			278	1/ 0	21	1:21	_____	0.9	_____	_____
WIL15	STAR	N47:18.5	77	119	277	024/006	0	0	_____	_____	3.3	_____
LFEE	70	E007:35.1			278	1/ 0	21	1:21	_____	0.9	_____	_____

IDENT	AWY FL	LAT/LONG	GMORA MEA	MT MH	TAS GS	WIND OAT/ISA	DIST REM	TIME ATIM	ETO ATO	FOB MREQ	PLNUSED ACTUSED	DIF.USED EXTRA
BLU15	STAR	N47:22.6	77	041	277	VAR/VAR	6	1	_____	_____	3.3	_____
LFEE	DSC	E007:40.6			271	VAR/ 0	15	1:22	_____	0.8	_____	_____
BLU13	STAR	N47:24.5	77	333	180	VAR/VAR	2	1	_____	_____	3.3	_____
LFEE	DSC	E007:39.3			181	VAR/ 1	13	1:23	_____	0.8	_____	_____
BLU72	STAR	N47:29.3	77	333	180	VAR/VAR	5	2	_____	_____	3.4	_____
LFEE	DSC	E007:36.0			181	VAR/ 2	8	1:25	_____	0.8	_____	_____
BLU45	STAR	N47:31.7	77	333	180	VAR/VAR	3	1	_____	_____	3.4	_____
LFEE	DSC	E007:34.3			181	VAR/ 2	5	1:26	_____	0.8	_____	_____
RW33	STAR	N47:35.7	77	333	180	VAR/VAR	4	1	_____	_____	3.4	_____
LFEE	DSC	E007:31.5			181	VAR/ 2	1	1:27	_____	0.8	_____	_____
LFSB	STAR	N47:35.4	77	153	180	VAR/VAR	1	0	_____	_____	3.4	_____
	DSC	E007:31.8			181	VAR/ 2	0	1:27	_____	0.8	_____	_____

ICAO		NAME		WIND	FL	NM	MT	TIME	FUEL	---BLOCK---		
LSGG	GVA	GENEVA		343/	23	150	169	232	0:36	1.3	1:54	4.1
EDDS	STR	STUTTGART		334/	23	160	164	017	0:36	1.3	1:54	4.1
LIMC	MXP	MILAN/MALPENSA		323/	26	240	252	173	0:45	1.5	2:03	4.3
LFLL	LYS	LYON/SAINTE	EXUP	318/	20	230	211	232	0:40	1.4	1:58	4.2

Climb : 48 NM in 0:10 hrs 0.9 TON Descent: 63 NM in 0:16 hrs 0.2 TON

ATC flightplan

(FPL-SWR2TM-IS
-E190/M-SDE1E2E3FGIRWYZ/LB1
-LIMC0940
-N0409F240 PEPAG L995 CANNE Z651 KELIP
-LSZH0048 LFSB
-PBN/A1B1C1D1O1S1S2T1 DAT/CPDLCX DOF/240319 REG/HBJVY
EET/LSAS0015 SEL/BHEK CODE/4B19FE RVR/175 OPR/OAW RMK/OPS
TEL 0041442708530
-E/0202 P/072 R/E J/L
A/WHITE
C/)
END OF PPS FLIGHT LOG LX1613

Airports enroute list from LIMC to LSZH

Log no 2822

Time	Wayp	Dist	Icao	IATA	Name	RwyL	DIST	Warning
			LAT		LON			
0:00	LIMC	2	N45:37.8	E008:43.4				
			LIMC	MXP	MILAN/MALPENSA	12861	0	
0:20	DETRI	3	N46:33.9	E008:49.3				
			LSZH	ZRH	ZURICH	12139	55	

Helvetic Airways - E-Jet Operational Flight Plan CALCULATED: 190422 UTC - MET: 181800
 Helvetic OCC: +41 44 270 85 30

Flight Info

Date: 19MAR24
 Reg.: HBJVN
 Type: E190
 From: LSZH ZRH ZURICH
 To: EDDF FRA FRANKFURT/MAIN
 ALTN1: EDDK CGN COLOGNE/BONN
 ALTN2:
 T/O ALT:
 FltNr: LX1072
 ATC: SWR2ET
 RTE: ZRH-FRA05
 FP-DIST: 280 NM
 GC-DIST: 155 NM
 ESAD-DIST: 300 NM
 AVG. WC: 310/024 20 KTS HEAD
 FL: LSZH/FL220/KOVAN/FL240/
 AVG. ISA DEV: -2
 COST INDEX: N/A
 CLIMB PROFILE: 250/290/M.75
 CRUISE PROFILE: 290 / M.78
 DESCENT PROFILE: M.77/290/250

Fuel

PLND	CORR	ACT	S
Taxi: 0:57	0.2	_____	W
EDDF: 0:05	1.9	_____	I
CF 5%: 0:47	0.1	_____	F
EDDK: 0:00	1.6	_____	A
ADD: 0:00	0.0	_____	T
FR: 0:30	0.7	_____	
MIN: 2:19	4.6	_____	
DF: 0:00	0.0	_____	
ACT: 2:19	4.6	=====	

FUEL Policy: ADDNAR OPTIONAL No Discretionary Fuel Data Available

ATC Route

To DEST: DEGES Z1 SUDEN T164 KOVAN/N0408F240 T163 SPESA SPESA4C

To ALTN1: TOBAK DCT GULKO

To ALTN2:

ATIS Departure
ATIS Destination
ATC Clearance
T/O Performance

TKOF RWY: _____ ATTCS: ON / OFF REF ECS: ON / OFF REF A/I: OFF / ENG / ALL

RWY COND: dry / wet / other: _____ ATOW / CG: _____ / _____

Thrust Mode: T/O- 1 / 2 / 3 N1 Target: _____ FLEX TEMP: _____

FLAPS: 1 / 2 / 3 / 4 STAB TRIM: _____ MTOW: _____

SPEEDS: V1: _____ VR: _____ V2: _____ VFS: _____

Landing Performance

LAND RWY: _____ RWY COND: dry / wet / other: _____

FLAPS: 5 / FULL ICE: NO / ICE APPR: CATI / CATII / AL REV: YES / NO

ALM (T): _____ SPEED ADDITIVE: _____ BRK MODE: MAN / LO / MED / HI

LDA: _____ LDR: _____ VREF/VAC: _____ VAP: _____ VFS: _____

Times
 STD: 11:15 STA: 12:20 STE: 1:05
 BLK Off: _____ Take Off: _____
 BLK On: _____ Landing: _____
 BLK Time: _____ Flt Time: _____

CTOT: _____
 Delay (Code/Min): _____ / _____
 _____ / _____

Loadmass
 ACT: MAX:
 ZFM: 33107 kg _____ 40800 kg
 TOF: 4.4 t _____
 TOM: 37526 kg _____ 50299 kg
 TRIP: 1.9 t _____
 LM: 35624 kg _____ 43000 kg
 PAX: 3360 kg (40 PAX)
 Cargo/Bag: 830 kg
 Underload: 7376 kg by MLM

CMD Signature

Corrections

FL	WC(kt)	Time(min)	Trip(kg)
280	-21	57.0	1832
260	-20	56.0	1842
240	-20	54.0	1871
220	-18	58.0	1906
200	-16	58.0	1969
180	-14	57.0	2042
160	-14	59.0	2126

10KT 48 / 1T 19
 Gain / Loss: LOSS 96\$/TON

Next flights HBJVN

NEXT FLT	LX1073	LX782	LX783
DOF	240319	240319	240319
STD	1345	1530	1735
DEP	EDDF	LSZH	EBBR
DEST	LSZH	EBBR	LSZH
STA	1440	1650	1850
TRIP TIME	0040	0105	0101
TRIP FUEL	1.4	2.3	2.2
GAIN/LOSS	GAIN 60\$/T	LOSS 102\$/T	GAIN 51\$/T
MIN FUEL	4.2	3.9	5.0
MAX FUEL	12.9	12.3	10.6

MEL items applicable for this operational flight plan:

NO MEL/CDL

IDENT	AWY	LAT/LONG	GMORA	MT	TAS	WIND	DIST	TIME	ETO	FOB	PLNUSED	DIF.USED
				MH	GS	OAT/ISA	REM	ATIM	ATO	MREQ	ACTUSED	EXTRA
LSZH	FL	N47:27.5	MEA				280					
		E008:32.9										
ZH510	DEGE3E	N47:27.1	116	093	256	349/007	3	1	_____	_____	0.2	_____
LSAS	CLB	E008:38.0		091	236	VAR/	1	277	0:01	4.2	_____	_____
ZH502	DEGE3E	N47:27.9	116	079	256	349/007	6	2	_____	_____	0.3	_____
LSAS	CLB	E008:46.0		077	236	VAR/	1	271	0:03	4.2	_____	_____
KOLUL	DEGE3E	N47:28.0	116	084	256	349/007	2	1	_____	_____	0.4	_____
LSAS	CLB	E008:49.4		082	236	VAR/	1	269	0:04	4.1	_____	_____
ZH504	DEGE3E	N47:27.4	116	099	256	349/007	3	1	_____	_____	0.4	_____
LSAS	CLB	E008:53.8		097	236	VAR/	1	266	0:05	4.1	_____	_____
ZH525	DEGE3E	N47:26.4	118	099	256	349/007	5	1	_____	_____	0.5	_____
LSAS	CLB	E009:00.7		097	236	VAR/	1	261	0:06	4.0	_____	_____
DEGES	DEGE3E	N47:24.8	118	099	256	349/007	8	2	_____	_____	0.6	_____
LSAS	CLB	E009:12.1		097	236	VAR/	1	253	0:08	3.9	_____	_____
ROMGA	Z1	N47:29.4	118	057	256	349/007	9	2	_____	_____	0.8	_____
LSAS	CLB	E009:24.2		055	236	VAR/	1	244	0:10	3.7	_____	_____
-TOC-	Z1	N47:33.2	118	014	256	349/007	4	1	_____	_____	0.8	_____
	CLB	E009:26.1	80	013	236	VAR/	1	240	0:11	3.7	_____	_____
BODAN	Z1	N47:35.3	118	014	391	323/024	3	0	_____	_____	0.8	_____
LSAS	220	E009:27.1	80	011	377	-30/	-1	237	0:11	3.6	_____	_____
ALAGO	Z1	N47:48.0	118	358	391	323/024	12	2	_____	_____	0.9	_____
EDMM	220	E009:27.8	60	356	372	-30/	-1	225	0:13	3.6	_____	_____
MINGA	Z1	N48:10.0	118	356	391	323/024	22	4	_____	_____	1.0	_____
EDGG	220	E009:27.7	155	354	372	-30/	-1	203	0:17	3.4	_____	_____
SUDEN	Z1	N48:31.8	45	356	391	325/029	22	4	_____	_____	1.2	_____
EDGG	220	E009:27.7	60	354	367	-30/	-1	181	0:21	3.3	_____	_____
TEDGO	T164	N48:37.1	45	300	391	325/029	10	2	_____	_____	1.2	_____
EDMM	220	E009:15.6	60	302	364	-30/	-1	171	0:23	3.3	_____	_____
KOVAN	T164	N48:52.9	45	332	391	325/029	17	3	_____	_____	1.3	_____
EDGG	220	E009:05.1	50	331	362	-30/	-1	154	0:26	3.2	_____	_____
KISEK	T163	N49:00.5	45	001	408	318/030	8	1	_____	_____	1.4	_____
EDGG	240	E009:06.1	50	358	387	-35/	-2	146	0:27	3.1	_____	_____
ETASA	T163	N49:11.4	39	001	408	318/030	11	2	_____	_____	1.5	_____
EDGG	240	E009:07.7	50	358	387	-35/	-2	135	0:29	3.0	_____	_____
XINLA	T163	N49:17.0	39	001	408	318/030	5	1	_____	_____	1.5	_____
EDGG	240	E009:08.5	50	358	387	-35/	-2	130	0:30	3.0	_____	_____
SUKON	T163	N49:39.6	39	001	408	297/028	23	3	_____	_____	1.6	_____
EDGG	240	E009:11.7	50	357	397	-35/	-2	107	0:33	2.9	_____	_____

IDENT	AWY	LAT/LONG	GMORA	MT	TAS	WIND	DIST	TIME	ETO	FOB	PLNUSED	DIF.USED
	FL		MEA	MH	GS	OAT/ISA	REM	ATIM	ATO	MREQ	ACTUSED	EXTRA
SUPIX	T163	N49:43.7	39	042	408	297/028	6	1	_____	_____	1.6	_____
EDGG	240	E009:18.3	50	038	416	-35/-2	101	0:34	_____	2.8	_____	_____
SPESA	T163	N49:51.7	39	008	408	329/033	8	1	_____	_____	1.7	_____
EDGG	240	E009:20.9	50	005	383	-35/-2	93	0:35	_____	2.8	_____	_____
CHA	SPES4C	N49:55.3	39	283	408	297/028	12	2	_____	_____	1.8	_____
EDGG	240	E009:02.4		284	380	-35/-2	81	0:37	_____	2.7	_____	_____
DF635	SPES4C	N49:58.9	39	283	408	297/028	13	2	_____	_____	1.8	_____
EDGG	240	E008:43.0		284	380	-35/-2	68	0:39	_____	2.7	_____	_____
-TOD-	SPES4C	N49:56.1	36	246	408	297/028	8	2	_____	_____	1.9	_____
	240	E008:31.4		249	380	-35/-2	60	0:41	_____	2.6	_____	_____
DF636	SPES4C	N49:55.6	36	246	245	309/013	2	0	_____	_____	1.9	_____
EDGG	DSC	E008:29.1		248	217	VAR/ 0	58	0:41	_____	2.6	_____	_____
DF640	SPES4C	N49:53.0	36	245	245	309/013	7	2	_____	_____	1.9	_____
EDGG	DSC	E008:18.3		248	217	VAR/ 0	51	0:43	_____	2.6	_____	_____
DF641	SPES4C	N49:51.5	36	245	245	309/013	4	1	_____	_____	1.9	_____
EDGG	DSC	E008:12.4		248	217	VAR/ 0	47	0:44	_____	2.6	_____	_____
DF642	SPES4C	N49:50.1	36	245	245	309/013	4	1	_____	_____	1.9	_____
EDGG	DSC	E008:06.6		248	217	VAR/ 0	43	0:45	_____	2.6	_____	_____
DF643	SPES4C	N49:48.7	36	245	245	309/013	4	1	_____	_____	1.9	_____
EDGG	DSC	E008:00.8		248	217	VAR/ 0	39	0:46	_____	2.5	_____	_____
DF644	SPES4C	N49:47.3	40	245	245	309/013	4	1	_____	_____	2.0	_____
EDGG	DSC	E007:55.0		248	217	VAR/ 0	35	0:47	_____	2.5	_____	_____
DF554	SPES4C	N49:52.3	40	335	245	309/013	6	2	_____	_____	2.0	_____
EDGG	DSC	E007:52.1		333	217	VAR/ 0	29	0:49	_____	2.5	_____	_____
DF553	SPES4C	N49:53.7	40	065	245	309/013	4	1	_____	_____	2.0	_____
EDGG	DSC	E007:57.9		062	217	VAR/ 0	25	0:50	_____	2.5	_____	_____
DF552	SPES4C	N49:55.1	40	065	245	309/013	4	1	_____	_____	2.0	_____
EDGG	DSC	E008:03.7		062	217	VAR/ 0	21	0:51	_____	2.5	_____	_____
DF570	SPES4C	N49:56.9	36	065	245	309/013	5	1	_____	_____	2.0	_____
EDGG	DSC	E008:10.9		062	217	VAR/ 0	16	0:52	_____	2.5	_____	_____
DF560	SPES4C	N49:58.0	36	065	245	309/013	3	1	_____	_____	2.0	_____
EDGG	DSC	E008:15.6		062	217	VAR/ 0	13	0:53	_____	2.5	_____	_____
IFC41	SPES4C	N50:00.6	43	065	245	309/013	7	2	_____	_____	2.1	_____
EDGG	DSC	E008:26.3		063	217	VAR/ 0	6	0:55	_____	2.4	_____	_____
RW07C	SPES4C	N50:02.0	43	066	245	309/013	4	1	_____	_____	2.1	_____
EDGG	DSC	E008:32.1		063	217	VAR/ 0	2	0:56	_____	2.4	_____	_____
EDDF	SPES4C	N50:02.0	43	084	245	309/013	2	1	_____	_____	2.1	_____
		E008:34.2		081	217	VAR/ 0	0	0:57	_____	2.4	_____	_____

IDENT	AWY	LAT/LONG	GMORA	MT	TAS	WIND	DIST	TIME	ETO	FOB	PLNUSED	DIF.USED
	FL		MEA	MH	GS	OAT/ISA	REM	ATIM	ATO	MREQ	ACTUSED	EXTRA
Alternate EDDK TOBAK DCT GULKO												
DF575	SID	N50:05.8	43	063	196	VAR/VAR	10	3	_____	_____	2.3	_____
EDGG	CLB	E008:48.3			181	VAR/ 0	197	1:00	_____	2.2	_____	_____
C5000	SID	N50:06.6	43	065	196	VAR/VAR	2	1	_____	_____	2.4	_____
EDGG	CLB	E008:51.7			181	VAR/ 0	195	1:01	_____	2.1	_____	_____
TH106	SID	N50:06.6	43	087	196	VAR/VAR	1	0	_____	_____	2.4	_____
EDGG	CLB	E008:52.9			181	VAR/ 0	194	1:01	_____	2.1	_____	_____
TH151	SID	N50:06.0	43	126	196	VAR/VAR	1	0	_____	_____	2.4	_____
EDGG	CLB	E008:54.1			181	VAR/ 0	193	1:01	_____	2.1	_____	_____
TH196	SID	N50:05.0	43	171	196	VAR/VAR	1	0	_____	_____	2.4	_____
EDGG	CLB	E008:54.2			181	VAR/ 0	192	1:01	_____	2.1	_____	_____
TH214	SID	N50:04.6	43	202	196	VAR/VAR	0	0	_____	_____	2.4	_____
EDGG	CLB	E008:53.9			181	VAR/ 0	192	1:01	_____	2.1	_____	_____
FKS	SID	N49:47.5	43	215	323	337/016	22	5	_____	_____	2.6	_____
EDGG	140	E008:32.5			330	-13/ 0	170	1:06	_____	1.9	_____	_____
TOBAK		N50:34.3	43	007	315	337/016	48	10	_____	_____	3.0	_____
EDGG	130	E008:47.1	000		302	-11/ 0	122	1:16	_____	1.5	_____	_____
GULKO	DCT	N50:45.3	43	285	323	325/016	34	7	_____	_____	3.2	_____
EDGG	140	E007:56.3			310	-13/ 0	88	1:23	_____	1.2	_____	_____
DK686	STAR	N50:52.8	37	294	324	287/018	18	4	_____	_____	3.4	_____
EDGG	140	E007:31.2			306	-12/ 1	70	1:27	_____	1.1	_____	_____
DK685	STAR	N50:49.5	37	225	324	287/018	5	1	_____	_____	3.4	_____
EDGG	140	E007:25.4			315	-12/ 1	65	1:28	_____	1.1	_____	_____
DK680	STAR	N50:31.0	37	136	324	VAR/VAR	25	4	_____	_____	3.6	_____
EDGG	DSC	E007:51.9			339	VAR/ 1	40	1:32	_____	0.9	_____	_____
DK650	STAR	N50:27.0	37	226	207	VAR/VAR	6	2	_____	_____	3.6	_____
EDGG	DSC	E007:45.0			222	VAR/ 0	34	1:34	_____	0.9	_____	_____
DK654	STAR	N50:41.7	37	316	207	VAR/VAR	20	5	_____	_____	3.7	_____
EDGG	DSC	E007:23.8			222	VAR/ 0	14	1:39	_____	0.8	_____	_____
RARIX	STAR	N50:45.2	37	316	207	VAR/VAR	4	1	_____	_____	3.7	_____
EDGG	DSC	E007:18.8			222	VAR/ 1	10	1:40	_____	0.8	_____	_____
IKE44	STAR	N50:48.2	37	316	262	VAR/VAR	4	2	_____	_____	3.7	_____
EDGG	DSC	E007:14.4			249	VAR/ 1	6	1:42	_____	0.8	_____	_____
RW32R	STAR	N50:51.3	37	316	180	VAR/VAR	5	2	_____	_____	3.7	_____
EDGG	DSC	E007:09.9			167	VAR/ 1	1	1:44	_____	0.7	_____	_____
EDDK	STAR	N50:52.0	37	305	180	VAR/VAR	1	0	_____	_____	3.8	_____
	DSC	E007:08.6			167	VAR/ 1	0	1:44	_____	0.7	_____	_____

IDENT	AWY FL	LAT/LONG	GMORA MEA	MT MH	TAS GS	WIND		DIST		TIME		ETO ATO	FOB MREQ	PLNUSED ACTUSED	DIF.USED EXTRA
						OAT	ISA	REM	ATIM	ATO					
ICAO	NAME			WIND	FL	NM	MT	TIME	FUEL	---BLOCK---					
LSZH	ZRH	ZURICH		318/	29	230	316	176	0:54	1.9	2:21	4.9			
EDDL	DUS	DUSSELDORF		331/	22	160	244	314	0:51	1.8	2:18	4.8			
EDFH	HHN	FRANKFURT-HAHN		309/	13	100	136	261	0:34	1.2	2:01	4.2			

Climb : 40 NM in 0:11 hrs 0.8 TON Descent: 60 NM in 0:16 hrs 0.2 TON

ATC flightplan

(FPL-SWR2ET-IS
-E190/M-SDE1E2E3FGIRWYZ/LB1
-LSZH1115
-N0391F220 DEGES Z1 SUDEN T164 KOVAN/N0408F240 T163 SPESA
SPESA4C
-EDDF0057 EDDK
-PBN/A1B1C1D1O1S1S2T1 DAT/CPDLCX DOF/240319 REG/HBJVN
EET/EDMM0011 EDGG0013 SEL/DKCG CODE/4B19F3 RVR/175 OPR/OAW
RMK/OPS TEL 0041442708530
-E/0219 P/045 R/E J/L
A/WHITE
C/)
END OF PPS FLIGHT LOG LX1072

Airports enroute list from LSZH to EDDF

Log no 3951

Time	Wayp	Dist	Icao	IATA	Name	Rwyl	DIST	Warning
			LAT		LON			
0:00	LSZH	3	N47:27.5	E008:32.9				
			LSZH	ZRH	ZURICH	12139	0	
0:14	MINGA	14	N47:56.0	E009:27.7				
			EDDS	STR	STUTTGART	10974	46	
0:31	SUKON	15	N49:25.0	E009:09.6				
			EDDF	FRA	FRANKFURT/MAIN	13123	44	

Helvetic Airways - E-Jet Operational Flight Plan CALCULATED: 190659 UTC - MET: 190000
 Helvetic OCC: +41 44 270 85 30

Flight Info

Date: 19MAR24
 Reg.: HBJVN
 Type: E190
 From: EDDF FRA FRANKFURT/MAIN
 To: LSZH ZRH ZURICH
 ALTN1: LFSB BSL BASLE/MULHOUSE
 ALTN2:
 T/O ALT:
 FltNr: LX1073
 ATC: SWR890M
 RTE: FRA-ZRH01
 FP-DIST: 219 NM
 GC-DIST: 155 NM
 ESAD-DIST: 212 NM
 AVG. WC: 317/021 16 KTS TAIL
 FL: EDDF/FL220/ANEKI/FL230/
 AVG. ISA DEV: -2
 COST INDEX: N/A
 CLIMB PROFILE: 250/290/M.75
 CRUISE PROFILE: 290 / M.78
 DESCENT PROFILE: M.77/290/250

Times

STD: 13:45 STA: 14:40 STE: 0:55
 BLK Off: _____ Take Off: _____
 BLK On: _____ Landing: _____
 BLK Time: _____ Flt Time: _____

CTOT: _____
 Delay (Code/Min): _____ / _____
 _____ / _____

Loadmass

	ACT:	MAX:
ZFM:	31536 kg	40800 kg
TOF:	4.0 t	_____
TOM:	35491 kg	50299 kg
TRIP:	1.4 t	_____
LM:	34078 kg	43000 kg

PAX: 2268 kg (27 PAX)
 Cargo/Bag: 351 kg
 Underload: 8922 kg by MLM

CMD Signature

Fuel			
PLND	CORR	ACT	
Taxi:	0.2	_____	S _____
LSZH:	0:40 1.4	_____	W _____
CF 5%:	0:05 0.1	_____	I _____
LFSB:	0:44 1.7	_____	F _____
	0:00 0.0	_____	A _____
ADD:	0:00 0.0	_____	T _____
FR:	0:30 0.7	_____	
MIN:	1:59 4.2	_____	
DF:	0:00 0.0	_____	
ACT:	1:59 4.2	=====	=====

Corrections			
FL	WC(kt)	Time(min)	Trip(kg)
270	16	39.0	1371
250	14	39.0	1393
230	16	40.0	1412
210	17	40.0	1442
190	19	39.0	1477
170	18	42.0	1531
150	14	45.0	1618
10KT	36 / 1T	20	
Gain / Loss: GAIN 60\$/TON			

FUEL Policy: ADDNAR OPTIONAL No Discretionary Fuel Data Available

ATC Route

To DEST: ANEKI1Y ANEKI/N0400F230 Y163 NEKLO Y171 INKAM T725 LAMGO
 T721 RILAX

To ALTN1: VEBIT T52 LUMEL

To ALTN2:

ATIS Departure

ATIS Destination

ATC Clearance

T/O Performance

TKOF RWY: _____ ATTCS: ON / OFF REF ECS: ON / OFF REF A/I: OFF / ENG / ALL

RWY COND: dry / wet / other: _____ ATOW / CG: _____ / _____

Thrust Mode: T/O- 1 / 2 / 3 N1 Target: _____ FLEX TEMP: _____

FLAPS: 1 / 2 / 3 / 4 STAB TRIM: _____ MTOW: _____

SPEEDS: V1: _____ VR: _____ V2: _____ VFS: _____

Landing Performance

LAND RWY: _____ RWY COND: dry / wet / other: _____

FLAPS: 5 / FULL ICE: NO / ICE APPR: CATI / CATII / AL REV: YES / NO

ALM (T): _____ SPEED ADDITIVE: _____ BRK MODE: MAN / LO / MED / HI

LDA: _____ LDR: _____ VREF/VAC: _____ VAP: _____ VFS: _____

Next flights HBJVN

NEXT FLT	LX782	LX783	LX646
DOF	240319	240319	240319
STD	1530	1735	1955
DEP	LSZH	EBBR	LSZH
DEST	EBBR	LSZH	LFPG
STA	1650	1850	2115
TRIP TIME	0105	0100	0109
TRIP FUEL	2.3	2.2	2.3
GAIN/LOSS	LOSS 102\$/T	GAIN 52\$/T	LOSS 47\$/T
MIN FUEL	3.9	5.0	4.8
MAX FUEL	12.3	10.6	8.4

MEL items applicable for this operational flight plan:

NO MEL/CDL

IDENT EDDF	AWY FL	LAT/LONG N50:02.0 E008:34.2	GMORA MEA	MT MH	TAS GS	WIND OAT/ISA	DIST REM 219	TIME ATIM	ETO ATO	FOB MREQ	PLNUSED ACTUSED	DIF.USED EXTRA
DF960 EDGG	ANEK1Y CLB	N50:03.5 E008:38.5	43	058 056	256 261	301/011 VAR/ 1	3 216	1 0:01	_____	_____	0.2 3.8	_____
DF969 EDGG	ANEK1Y CLB	N50:03.6 E008:38.8	43	062 060	256 261	301/011 VAR/ 1	0 216	0 0:01	_____	_____	0.2 3.8	_____
DF967 EDGG	ANEK1Y CLB	N50:04.3 E008:41.8	43	066 064	256 261	301/011 VAR/ 1	2 214	0 0:01	_____	_____	0.3 3.8	_____
RFDF9 EDGG	ANEK1Y CLB	N50:04.1 E008:44.7	43	090 089	256 261	301/011 VAR/ 1	2 212	0 0:01	_____	_____	0.3 3.7	_____
DF966 EDGG	ANEK1Y CLB	N50:00.6 E008:45.8	43	165 167	256 261	301/011 VAR/ 1	5 207	1 0:02	_____	_____	0.4 3.7	_____
DF964 EDGG	ANEK1Y CLB	N49:59.1 E008:44.5	43	202 204	256 261	301/011 VAR/ 1	2 205	0 0:02	_____	_____	0.4 3.6	_____
DF157 EDGG	ANEK1Y CLB	N49:47.5 E008:40.3	36	189 191	256 261	301/011 VAR/ 1	11 194	3 0:05	_____	_____	0.6 3.5	_____
-TOC-	ANEK1Y CLB	N49:30.1 E008:33.3	36	191 193	256 261	301/011 VAR/ 1	18 176	4 0:09	_____	_____	0.8 3.2	_____
ANEKI EDGG	ANEK1Y 220	N49:19.0 E008:28.8	36	191 194	391 401	309/025 -31/ -2	12 164	2 0:11	_____	_____	0.9 3.1	_____
NEKLO EDGG	Y163 230	N49:17.2 E008:28.6	36	181 183	400 419	322/026 -32/ -1	2 162	0 0:11	_____	_____	0.9 3.1	_____
INKAM EDGG	Y171 230	N49:09.0 E008:36.5	36	144 144	400 426	322/026 -32/ -1	9 153	1 0:12	_____	_____	0.9 3.1	_____
LAMGO EDGG	T725 230	N48:53.2 E008:46.7	54	153 154	400 425	322/026 -32/ -1	18 135	3 0:15	_____	_____	1.0 3.0	_____
SUL EDGG	T721 230	N48:22.9 E008:38.7	54	186 188	400 417	322/026 -32/ -1	30 105	4 0:19	_____	_____	1.2 2.8	_____
IBINI EDGG	T721 230	N48:10.1 E008:34.9	54	189 192	400 417	322/026 -32/ -1	13 92	2 0:21	_____	_____	1.3 2.8	_____
RILAX EDGG	T721 230	N47:56.6 E008:30.8	116	187 190	400 412	315/023 -32/ -1	14 78	2 0:23	_____	_____	1.3 2.7	_____
ZH371 EDGG		N47:51.9 E008:35.4	116	144 144	400 422	315/023 -32/ -1	6 72	1 0:24	_____	_____	1.4 2.7	_____
ZH373 LSAS		N47:49.4 E008:37.7	116	144 144	400 422	315/023 -32/ -1	3 69	0 0:24	_____	_____	1.4 2.7	_____
-TOD-		N47:48.6 230	116 E008:38.5	144 144	400 422	315/023 -32/ -1	1 68	1 0:25	_____	_____	1.4 2.6	_____

IDENT	AWY	LAT/LONG	GMORA	MT	TAS	WIND	DIST	TIME	ETO	FOB	PLNUSED	DIF.USED
	FL		MEA	MH	GS	OAT/ISA	REM	ATIM	ATO	MREQ	ACTUSED	EXTRA
ZH375		N47:38.2 116		144	242	351/006	12	2	_____	_____	1.4	_____
LSAS	DSC	E008:48.5		144	264	VAR/ 1	56	0:27	_____	2.6	_____	_____
ZH403		N47:34.7 116		244	242	351/006	9	2	_____	_____	1.4	_____
LSAS	DSC	E008:36.3		245	264	VAR/ 1	47	0:29	_____	2.6	_____	_____
ZH405		N47:38.0 116		314	242	351/006	5	1	_____	_____	1.4	_____
LSAS	DSC	E008:31.8		315	264	VAR/ 1	42	0:30	_____	2.6	_____	_____
ZH407		N47:41.7 116		314	242	351/006	5	1	_____	_____	1.5	_____
LSAS	DSC	E008:26.8		315	264	VAR/ 1	37	0:31	_____	2.6	_____	_____
ZH409		N47:45.3 116		314	242	351/006	5	1	_____	_____	1.5	_____
EDGG	DSC	E008:21.7		315	264	VAR/ 1	32	0:32	_____	2.6	_____	_____
ZH410		N47:41.3 116		224	242	351/006	6	1	_____	_____	1.5	_____
LSAS	DSC	E008:15.2		225	264	VAR/ 1	26	0:33	_____	2.5	_____	_____
ZH414		N47:37.7 116		134	242	351/006	4	1	_____	_____	1.5	_____
LSAS	DSC	E008:20.1		133	264	VAR/ 1	22	0:34	_____	2.5	_____	_____
OSNEM		N47:34.8 116		134	242	351/006	4	1	_____	_____	1.5	_____
LSAS	DSC	E008:24.1		133	264	VAR/ 1	18	0:35	_____	2.5	_____	_____
ZH413		N47:37.6 116		314	242	351/006	4	1	_____	_____	1.5	_____
LSAS	DSC	E008:20.3		315	264	VAR/ 1	14	0:36	_____	2.5	_____	_____
OSNEM		N47:34.8 116		134	242	351/006	4	1	_____	_____	1.6	_____
LSAS	DSC	E008:24.1		133	264	VAR/ 1	10	0:37	_____	2.5	_____	_____
IKL40		N47:31.7 116		134	242	351/006	4	1	_____	_____	1.6	_____
LSAS	DSC	E008:28.3		133	264	VAR/ 1	6	0:38	_____	2.4	_____	_____
RW14		N47:28.9 116		134	242	351/006	4	1	_____	_____	1.6	_____
LSAS	DSC	E008:32.2		133	264	VAR/ 1	2	0:39	_____	2.4	_____	_____
LSZH		N47:27.5 116		158	242	351/006	2	1	_____	_____	1.6	_____
		E008:32.9		158	264	VAR/ 1	0	0:40	_____	2.4	_____	_____
Alternate LFSB VEBIT T52 LUMEL												
IKL51	SID	N47:25.0 116		125	180	VAR/VAR	4	1	_____	_____	1.7	_____
LSAS	CLB	E008:37.5			182	VAR/ 0	193	0:41	_____	2.3	_____	_____
D78NZ	SID	N47:33.6 116		359	281	046/004	11	3	_____	_____	1.9	_____
LSAS	80	E008:37.9			278	-1/ 0	182	0:44	_____	2.1	_____	_____
ZUE	SID	N47:35.5 116		073	277	046/004	8	2	_____	_____	2.0	_____
LSAS	70	E008:49.1			274	1/ 0	174	0:46	_____	2.1	_____	_____
AMIKI	SID	N47:34.4 118		094	277	046/004	9	2	_____	_____	2.0	_____
LSAS	70	E009:02.2			274	1/ 0	165	0:48	_____	2.0	_____	_____
VEBIT	T52	N47:16.1 118		244	281	046/004	46	10	_____	_____	2.4	_____
LSAS	80	E008:00.4 065			285	-1/ 0	119	0:58	_____	1.6	_____	_____

IDENT	AWY	LAT/LONG	GMORA	MT	TAS	WIND	DIST	TIME	ETO	FOB	PLNUSED	DIF.USED
	FL		MEA	MH	GS	OAT/ISA	REM	ATIM	ATO	MREQ	ACTUSED	EXTRA
BALIR	T52	N47:18.5 116		272	281	016/004	30	6	_____	_____	2.6	_____
LSAS	80	E007:16.9 070			282	-1/ 0	89	1:04	_____	1.4	_____	_____
LUMEL	T52	N47:24.4 77		316	281	016/004	7	2	_____	_____	2.7	_____
LSAS	80	E007:09.2 070			279	-1/ 0	82	1:06	_____	1.3	_____	_____
X246	STAR	N47:28.9 77		294	281	016/004	11	2	_____	_____	2.8	_____
LFEE	80	E006:55.6			280	-1/ 0	71	1:08	_____	1.2	_____	_____
R271Y	STAR	N47:39.6 59		349	281	016/004	11	2	_____	_____	2.9	_____
LFEE	80	E006:53.1			277	-1/ 0	60	1:10	_____	1.1	_____	_____
ALTIK	STAR	N47:39.0 77		092	277	016/004	10	2	_____	_____	3.0	_____
LFEE	70	E007:07.8			276	1/ 0	50	1:12	_____	1.1	_____	_____
R228	STAR	N47:27.9 77		165	277	016/004	11	2	_____	_____	3.0	_____
LFEE	70	E007:11.7			280	1/ 0	39	1:14	_____	1.0	_____	_____
R193	STAR	N47:23.1 77		119	277	016/004	9	2	_____	_____	3.1	_____
LFEE	70	E007:23.7			278	1/ 0	30	1:16	_____	0.9	_____	_____
WIL16	STAR	N47:18.9 77		119	277	016/004	9	2	_____	_____	3.2	_____
LFEE	70	E007:34.2			278	1/ 0	21	1:18	_____	0.8	_____	_____
WIL15	STAR	N47:18.5 77		119	277	016/004	0	0	_____	_____	3.2	_____
LFEE	70	E007:35.1			278	1/ 0	21	1:18	_____	0.8	_____	_____
BLU15	STAR	N47:22.6 77		041	277	VAR/VAR	6	1	_____	_____	3.2	_____
LFEE	DSC	E007:40.6			273	VAR/ 0	15	1:19	_____	0.8	_____	_____
BLU13	STAR	N47:24.5 77		333	180	VAR/VAR	2	1	_____	_____	3.2	_____
LFEE	DSC	E007:39.3			181	VAR/ 1	13	1:20	_____	0.8	_____	_____
BLU72	STAR	N47:29.3 77		333	180	VAR/VAR	5	2	_____	_____	3.3	_____
LFEE	DSC	E007:36.0			181	VAR/ 2	8	1:22	_____	0.8	_____	_____
BLU45	STAR	N47:31.7 77		333	180	VAR/VAR	3	1	_____	_____	3.3	_____
LFEE	DSC	E007:34.3			181	VAR/ 2	5	1:23	_____	0.7	_____	_____
RW33	STAR	N47:35.7 77		333	180	VAR/VAR	4	1	_____	_____	3.3	_____
LFEE	DSC	E007:31.5			181	VAR/ 2	1	1:24	_____	0.7	_____	_____
LFSB	STAR	N47:35.4 77		153	180	VAR/VAR	1	0	_____	_____	3.3	_____
	DSC	E007:31.8			181	VAR/ 2	0	1:24	_____	0.7	_____	_____

ICAO	NAME	WIND	FL	NM	MT	TIME	FUEL	---BLOCK---
LSGG	GVA GENEVA	347/ 20	150	169	232	0:36	1.3	1:46 3.7
EDDS	STR STUTTGART	338/ 20	160	164	017	0:36	1.3	1:46 3.7 ERA
LIMC	MXP MILAN/MALPENSA	315/ 24	240	252	173	0:45	1.5	1:55 4.0
LFLL	LYS LYON/SAINT EXUP	311/ 16	230	211	232	0:40	1.4	1:50 3.8

Climb : 43 NM in 0:09 hrs 0.8 TON Descent: 68 NM in 0:15 hrs 0.2 TON

ATC flightplan

(FPL-SWR890M-IS
-E190/M-SDE1E2E3FGIRWYZ/LB1
-EDDF1345
-N0391F220 ANEKI1Y ANEKI/N0400F230 Y163 NEKLO Y171 INKAM
T725 LAMGO T721 RILAX
-LSZH0040 LFSB
-PBN/A1B1C1D1O1S1S2T1 DAT/CPDLCX DOF/240319 REG/HBJVN
EET/LSAS0024 SEL/DKCG CODE/4B19F3 RVR/175 OPR/OAW RMK/OPS
TEL 0041442708530
-E/0159 P/032 R/E J/L
A/WHITE
C/)
END OF PPS FLIGHT LOG LX1073

Airports enroute list from EDDF to LSZH

Log no 5030

Time	Wayp	Dist	Icao	IATA	Name	Rwyl	DIST	Warning
			LAT		LON			
0:00	EDDF	3	N50:02.0	E008:34.2				
			EDDF	FRA	FRANKFURT/MAIN	13123	0	
0:11	INKAM	8	N49:16.3	E008:29.4				
			EDDS	STR	STUTTGART	10974	45	
0:21	RILAX	12	N48:08.2	E008:34.3				
			LSZH	ZRH	ZURICH	12139	41	

WX for Flight Group

Flight group flights:

- LX1612(SWR612Q)-ZRH-MXP (STD 190800)
- LX1613(SWR2TM)-MXP-ZRH (STD 190940)
- LX1072(SWR2ET)-ZRH-FRA (STD 191115)
- LX1073(SWR890M)-FRA-ZRH (STD 191345)

WX search performed 2024-03-19 07:46:12 UTC for METAR, TAF and SIGMET messages.

TAF and METAR reports are searched for following airport ICAO list:

Flight group airport(s): EDDF EDDK EDDL EDDS EDFH LFLL LFSB LIMC LIME LIMF LIMJ LIML LSGG LSZH.

Adequate airport(s): EDDK EDDL EDDS EDFH LFLL LFSB LIMC LIME LIMF LIMJ LIML LSGG LSZH.

SIGMET reports are searched for following FIR ICAO list:

EDGG EDMM LFEE LI MM LSAS.

The "Flight group apt" headings below represent departure, destination and alternate airports for flights in flight group.

These airports and relevant FIRs are listed in alphabetical order.

Flight group apt LSZH - ZRH - ZURICH VAR E3 RWY 10 14 16 28 32 34

METAR 190720Z VRB01KT 0350 R14/P2000N R16/P2000N R28/P2000N R34/P2000N PRFG
VV001 07/07 Q1019 TEMPO 0600 VV002=

TAF 190525Z 1906/2012 VRB02KT 0400 FG VV001 TX17/1915Z TN03/1906Z
TN02/2005Z BECMG 1907/1909 3000 BR BKN006 BECMG 1909/1911 9999 FEW030 TEMPO
1911/1917 04005KT BECMG 1914/1917 CAVOK BECMG 2001/2003 8000 MIFG NSC BECMG
2003/2005 3500 BCFG TEMPO 2005/2006 0300 FG VV001 BECMG 2007/2009 3000 BR BKN006
BECMG 2009/2011 CAVOK=

Flight group apt LIMC - MXP - MILAN/MALPENSA VAR E3 RWY 17L 17R 35L 35R

METAR 190720Z 09004KT 050V130 2000 BR BKN005 10/09 Q1017 BECMG 4000 BR=
TAF 190555Z COR 1906/2012 VRB05KT 0400 FG NSC BECMG 1906/1908 3000 BR
FM190900 VRB05KT 7000 NSC=

Flight group apt LIML - LIN - MILAN/LINATE VAR E3 RWY 17 35

METAR 190720Z 07005KT 030V090 1500 -DZ BR OVC003 11/11 Q1017 BECMG 3000 BR=
TAF 190500Z 1906/2006 VRB05KT 1200 BR NSC PROB30 TEMPO 1906/1907 0400 FG
BKN002 BECMG 1906/1908 8000=

Flight group apt LIMF - TRN - TORINO/CASELLE VAR E3 RWY 18 36

METAR 190720Z VRB01KT 0150 R36/0225N FG VV002 08/08 Q1017=

TAF 190610Z AMD 1906/2006 VRB05KT CAVOK TEMPO 1906/1908 0500 FG BKN003=

Flight group apt LIME - BGY - BERGAMO/ORIO AL SERIO VAR E3 RWY 10 12 28 30

METAR 190720Z 03003KT 9000 NSC 10/07 Q1017 NOSIG=

TAF 190500Z 1906/2006 VRB05KT 9999 FEW030=

Flight group apt LIMJ - GOA - GENOA/SESTRI VAR E3 RWY 10 28

METAR 190720Z 09005KT 9999 FEW010 13/11 Q1016=

TAF 190500Z 1906/2006 VRB05KT CAVOK BECMG 2000/2002 02010KT=

Flight group apt LFSB - BSL - BASLE/MULHOUSE VAR E2 RWY 07 15 25 33

METAR 190730Z AUTO 13009KT 9999 OVC007 10/09 Q1019 BECMG SCT015=

TAF 190632Z AMD 1906/2006 15007KT 8000 BKN006 BECMG 1906/1910 SCT015 PROB30
TEMPO 1910/1912 4000 BR BKN012 BECMG 1922/2001 3000 BR TEMPO 2001/2006 0400
FG VV///=

Flight group apt LSGG - GVA - GENEVA VAR E2 RWY 04 22

METAR 190720Z 00000KT 9999 SCT010 BKN017 07/07 Q1019 NOSIG=

TAF 190606Z AMD 1906/2012 VRB02KT 9999 MIFG FEW020 TX17/1916Z TN04/1906Z
TN03/2006Z PROB30 TEMPO 1906/1908 3000 BCFG BECMG 1908/1910 CAVOK=

Flight group apt EDDS - STR - STUTTGART VAR E2 RWY 07 25

METAR 190720Z AUTO VRB01KT 0600 0350 R25/1800D FG BKN002 06/06 Q1018 TEMPO
0800=

TAF 190500Z 1906/2006 VRB02KT 2000 BCFG SCT002 TEMPO 1906/1908 0300 FG
VV002 BECMG 1908/1910 4000 BR BKN005 BECMG 1910/1912 CAVOK PROB30 TEMPO
2003/2006 1500 BCFG=

Flight group apt LFLL - LYS - LYON/SAINT EXUPERY VAR E1 RWY 17L 17R 35L 35R

METAR 190730Z 36003KT 330V040 0250 R35L/0500D R17R/0400N R35R/0400N

R17L/0450N FG VV/// 08/08 Q1018 NOSIG=

TAF 190722Z AMD 1907/2012 36005KT 0400 FG VV/// TEMPO 1907/1909 0250 BECMG
1909/1910 2000 BR BKN006 BECMG 1910/1911 CAVOK BECMG 2006/2009 18010KT=

Flight group apt EDDF - FRA - FRANKFURT/MAIN VAR E3 RWY 07C 07L 07R 18 25C 25L 25R 36

METAR 190720Z AUTO VRB01KT 3200 1200 R25R/P2000N R25C/P2000N R25L/P2000N
R18/P2000N BR OVC002 09/08 Q1019 TEMPO 1200=

TAF 190500Z 1906/2012 03003KT 4000 BCFG BKN005 TEMPO 1906/1908 0300 FG
VV001 BECMG 1909/1911 CAVOK TEMPO 1911/1918 22005KT PROB30 TEMPO 2003/2008
1500 BCFG=

Flight group apt EDDK - CGN - COLOGNE/BONN VAR E1 RWY 06 14L 14R 24 32L 32R

METAR 190720Z AUTO VRB02KT CAVOK 08/06 Q1019 NOSIG=

TAF 190500Z 1906/2012 13004KT 9999 FEW030 TEMPO 1912/1918 22005KT BECMG
2010/2012 21005KT=

Flight group apt EDDL - DUS - DUSSELDORF VAR E2 RWY 05L 05R 23L 23R

METAR 190720Z AUTO 14005KT CAVOK 10/07 Q1019 NOSIG=

TAF 190500Z 1906/2012 15006KT 9999 SCT040 BECMG 1910/1913 22006KT BECMG
1917/1920 15006KT BECMG 2009/2012 23006KT=

Flight group apt EDFH - HHN - FRANKFURT-HAHN VAR E2 RWY 03 21

METAR 190720Z 31002KT 9999 FEW044 07/05 Q1018=

TAF 190500Z 1906/2006 15005KT 9999 SCT040 BECMG 1909/1911 24005KT BECMG
1918/1920 17005KT=

WX messages for adequate airports previously listed as "Flight group apt" are not repeated.

No SIGMETs found for overflowed FIRs

End of WX information

NOTAMs for Flight Group

Flight group flights:

- I OAWLX1612(SWR612Q)-ZRH-MXP (STD 190800)
- II OAWLX1613(SWR2TM)-MXP-ZRH (STD 190940)
- III OAWLX1072(SWR2ET)-ZRH-FRA (STD 191115)
- IV OAWLX1073(SWR890M)-FRA-ZRH (STD 191345)

(NOTAM search performed 2024-03-19 07:46:15 UTC.
Searched for NOTAMs with validity within total time period: 2 hours before STD + EET + 12 hours
(between 2024-03-19 06:00 and 2024-03-20 02:25).

Search for NOTAMs for cruise phase FIRs additionally limited to relevant flights level range.
All NOTAMs with Q-code QKKKK (checklist) excluded.

NOTAMs are sorted by in effect time in descending order within each NOTAM series or type.

Details on any NOTAMs which may have been excluded in accordance with company policy, and/or by user, listed at end of NOTAM search result.

NOTAM number within each section shown above each NOTAM followed by separation line.
If available, NOTAM uniform abbreviation for Q-code second and third letters significance shown in sharp brackets on right top of each NOTAM.

In same sharp brackets, uniform abbreviation is followed by vertical line and number of days since NOTAM in effect time, or text 'NEW TODAY' if it enters in force at the day of briefing generation.

Total number of NOTAMs: 290

NOTE:

- The "Flight group apt" headings below represent departure, destination, alternate and adequate airports for flights in flight group.
- These airports and relevant FIRs are listed in chronological flight order. Roman numbers in brackets at end of divider line indicate flight relevance.
- NOTAMs applicable to more than one FIR (FIR ICAO in Item Q) contains 'XX' or 'XXX' will appear under each relevant FIR header.

NOTAMs are presented for following ICAO list:

Flight group airport(s): LSZH LIMC LIML LIMF LIME LIMJ LFSB LSGG EDDS LFLL EDDF EDDK EDDL EDFH

FIR(s): LSAS LIMM LFEE EDGG EDMM

Flight group apt LSZH - ZRH - ZURICH RWY 10 14 16 28 32 34 (I,II,III,IV)

|#1|----- (I,II,III,IV)
A0134/24 NOTAMN [acft stand | 1]
Q) LSAS/QMPLC/IV/BO/A/000/999/4727N00833E005

A) LSZH B) 2403180500 C) PERM
E) STANDS T52-T56 CLSD.

|#2|----- (I,II,III,IV)
A0140/24 NOTAMN [rwy | 1]
Q) LSAS/QMRLC/IV/NBO/A/000/999/4727N00833E005

A) LSZH B) 2403172200 C) 2403290500
D) SUN-THU 2200-2359, MON-FRI 0000-0500
E) **RWY 10/28 CLSD** AFT LAST SKED FLT. ACTUAL CLOSURE BCST ON ATIS.

|#3|----- (I,II,III,IV)
A0139/24 NOTAMN [rwy | 1]
Q) LSAS/QMRLC/IV/NBO/A/000/999/4727N00833E005

A) LSZH B) 2403172200 C) 2403290500
D) SUN-THU 2200-2359, MON-FRI 0000-0500
E) **RWY 14/32 CLSD** AFT LAST SKED FLT. ACTUAL CLOSURE BCST ON ATIS

|#4|----- (I,II,III,IV)
A0112/24 NOTAMR A0053/24 [instr apch proc | 19]
Q) LSAS/QPIAU/I/NBO/A/000/999/4727N00833E005

A) LSZH B) 2402281216 C) PERM
E) IAP **VOR RWY 16 NOT AVBL.**

|#5|----- (I,II,III,IV)
A0111/24 NOTAMR A0052/24 [instr apch proc | 19]
Q) LSAS/QPIAU/I/NBO/A/000/999/4727N00833E005

A) LSZH B) 2402281216 C) PERM
E) IAP **VOR RWY 34 NOT AVBL.**

|#6|----- (I,II,III,IV)
A0110/24 NOTAMR A0054/24 [instr apch proc | 19]
Q) LSAS/QPIAU/I/NBO/A/000/999/4727N00833E005

A) LSZH B) 2402281216 C) PERM
E) IAP **VOR RWY 28 NOT AVBL.**

|#7|----- (I,II,III,IV)
A0098/24 NOTAMN [sid | 27]
Q) LSAS/QPDCH/I/NBO/A/000/999/4727N00833E005

A) LSZH B) 2402210636 C) 2405212359EST
E) DEP TFC VIA GERSA: FILE VEBIT T53 GERSA DUE TO PARTIAL UNAVAILABILITY OF GERSA SID.
RWY 10 DEP EXP TACTICAL ASSIGNMENT OF GERSA SID BY ATC.

ALL OTHER **RWY** EXP VEBIT SID.

|#8|----- (I,II,III,IV)
A0007/24 NOTAMR A0874/23 [rwy | 75]
Q) LSAS/QMRLC/IV/NBO/A/000/999/4727N00833E005

A) LSZH B) 2401031154 C) 2403312359
E) REF NON-AIRAC AIP SUP 002/2023: EXITS **TWY E** SOUTH OF **RWY 28** AND **TWY E6 CLSD** DUE TO WIP.

|#9|----- (I,II,III,IV)
A0006/24 NOTAMR A0873/23 [twy | 75]
Q) LSAS/QMPLC/IV/BO/A/000/999/4727N00833E005

A) LSZH B) 2401031154 C) 2403312359
E) REF NON-AIRAC AIP SUP 002/2023: **TWY A** AND **TWY INNER CLSD** WEST OF **TWY F**.

|#10|----- (I,II,III,IV)
A0005/24 NOTAMR A0875/23 [twy | 75]
Q) LSAS/QMPLC/IV/BO/A/000/999/4727N00833E005

A) LSZH B) 2401031153 C) 2403312359
E) REF NON-AIRAC AIP SUP 002/2023: **TWY E CLSD** BTN **RWY 28** AND **TWY E7**.

|#11|----- (I,II,III,IV)
A0004/24 NOTAMR A0876/23 [twy | 75]
Q) LSAS/QMPLC/IV/M/A/000/999/4727N00833E005

A) LSZH B) 2401031151 C) 2403312359
E) REF NON-AIRAC AIP SUP 002/2023: CODE F ACFT CROSS **RWY 10/28** VIA **RWY 16/34**.

|#12|----- (I,II,III,IV)
A0317/22 NOTAMN [ad | 661]
Q) LSAS/QFALT/IV/NBO/A/000/999/4727N00833E005

A) LSZH B) 2205280500 C) PERM
E) REINTRODUCTION OF CROSSING **RWY** OPERATIONS DRG LDG **RWY 34**.
DEPARTURE PRIORITY WINDOW OPERATIONS (PRIDEP) **SUSPENDED**.

Flight group apt LIMC - MXP - MILAN/MALPENSA RWY 17L 17R 35L 35R (I,II,IV)

|#1|----- (I,II,IV)
A2040/24 NOTAMN [rwy | NEW TODAY]
Q) LIMM/QMRRX/IV/NBO/A/000/999/4538N00843E005

A) LIMC B) 2403192300 C) 2403200500
E) **RWY 17L/35R CLOSED** WITHOUT EXCEPTION

RWY 17R/35L OPEN
REF AIP AD 2 LIMC 2-1

|#2|----- (I,II,IV)
A2001/24 NOTAMN [rwy | NEW TODAY]
Q) LIMM/QMRLC/IV/NBO/A/000/999/4538N00843E005

A) LIMC B) 2403191430 C) 2403191630
E) **RWY 17R/35L CLSD** DUE TO WIP
RMK: CROSSING AVBL BE, BW, EM, EW, DE, DA, DM, DB, GE AND GW
REF AIP AD 2 LIMC 2-1

|#3|-----
A2000/24 NOTAMN
Q) LIMM/QMXMLC/IV/BO/A/000/999/4538N00843E005
A) LIMC B) 2403191430 C) 2403191630
E) **TWY** CF, FE AND F **CLSD** DUE TO WIP
RMK: ICAO SIGNALS PROVIDED
REF AIP AD 2 LIMC 2-1

|#4|-----
A2030/24 NOTAMN
Q) LIMM/QMPPLC/IV/BO/A/000/999/4538N00843E005
A) LIMC B) 2403190600 C) 2403191100
E) ACFT STANDS 509 AND 599 **CLSD** DUE TO WIP
RMK: ICAO SIGNALS PROVIDED
REF AIP AD 2 LIMC 2-9

|#5|-----
A1901/24 NOTAMR A9352/23
Q) LIMM/QNLXX/IV/BO/A/000/999/4538N00843E005
A) LIMC B) 2403131357 C) 2405152359
E) CODOGNO LOCATOR 'COD' FREQ 400.50KHZ
REMOTE STATUS INDICATOR **OUT OF SERVICE**
REF AIP AD 2 LIMC 1-16

|#6|-----
A1261/24 NOTAMN
Q) LIMM/QMPPLC/IV/BO/A/000/999/4538N00843E005
A) LIMC B) 2402220000 C) 2403290600
E) ACFT STANDS 711, 966, 967, 968, 969 AND 970 **CLSD** DUE TO WIP.
ICAO SGL PROVIDED.
REF AIP AD 2 LIMC 2-11

|#7|-----
A1257/24 NOTAMN
Q) LIMM/QFAXX/IV/NBO/A/000/999/4538N00843E005
A) LIMC B) 2402220000 C) 2405212259EST
E) AIP SUP S05/24 IN FORCE FM 22 FEB 2024 TO 13 JUN 2024
'MILANO/MALPENSA (LIMC) AD: UPGRADING WORKS OF APRON CARGO AREA 700'..
STATUS OF WORKING PHASES:
- PHASE 1: WILL BE ACT ON 29 MAR HR 06:00
- PHASE 2: NOT ACT YET
- PHASE 3: NOT ACT YET

|#8|-----
A1357/24 NOTAMN
Q) LIMM/QPIX/IV/NBO/A/000/999/4538N00843E005
A) LIMC B) 2402211510 C) PERM
E) INSTRUMENT APPROACH PROCEDURE
- **ILS** OR **LOC** Y **RWY** 35L
- **ILS** Y **RWY** 35R
HOLDING 'NOBKE' ON PROFILE VIEW
INBOUND TRACK 346DEG
OUTBOUND TRACK 166DEG
REF AIP AD 2 LIMC 5-5 AND 5-17

|#9|-----
A1268/24 NOTAMR A8698/23
Q) LIMM/QNBAS/IV/BO/AE/000/999/4539N00901E025
A) LIMC B) 2402191342 C) 2405152359
E) SARONNO NDB 'SRN' FREQ 330.00KHZ **UNSERVICEABLE**
REF AIP AD 2 LIMC 1-18

|#10|-----
A1264/24 NOTAMN
Q) LIMM/QMPXX/IV/M/A/000/999/4538N00843E005

(I,II,IV)
[twy | NEW TODAY]

A) LIMC B) 2402191252 C) 2403290600
E) ACFT **STAND** 714 AVBL FOR ACFT UP TO ICAO CODE D
REF AIP AD 2 LIMC 2-11

|#11|-----
A0890/24 NOTAMN
Q) LIMM/QMPPLC/IV/BO/A/000/999/4538N00843E005
A) LIMC B) 2402040921 C) 2404291800
E) ACFT **STAND** 758 **CLSD** DUE TO WIP
RMK: ICAO SIGNALS PROVIDED
REF AIP SUP S28/23 PAGE 3/7

|#12|-----
A0799/24 NOTAMN
Q) LIMM/QCDXX/IV/BO/A/000/999/4538N00843E005
A) LIMC B) 2402010000 C) 2404302359
E) D-ATIS CONTRACT AVBL O/R FOR A MAX DURATION OF 30MIN.
D-ATIS CONTRACT AVBL O/R FOR A MAX DURATION OF 30MIN.
RMK: PRE-DEPARTURE CLEARANCE DATALINK ON TEST, DO NOT USE
FOR OPR PURPOSES.
REF AIP AD 2 LIMC 1-15

|#13|-----
A0541/24 NOTAMN
Q) LIMM/QMPXX/IV/BO/A/000/999/4538N00843E005
A) LIMC B) 2401221804 C) PERM
E) NIGHT HANDLING OPERATION FORBIDDEN
ON ACFT STANDS 225, 334, 335, 336, 661 AND 662
REF AIP AD2 LIMC 2-9 AND 2-17 BOX 'REMARKS'

|#14|-----
A0337/24 NOTAMR A7667/23
Q) LIMM/QMXXX/IV/BO/A/000/999/4537N00843E005
A) LIMC B) 2401151506 C) 2404131700
E) VERTICAL SIGNALLING LGT INTERMEDIATE HLDG PSN (IHP) 'Y2'
ON APN **TWY** 'Y' **UNSERVICEABLE**.
REF AIP AD2 LIMC 2-11

Flight group apt LIML - LIN - MILAN/LINATE RWY 17 35 (I)

|#1|-----
A1956/24 NOTAMN
Q) LIMM/QMPPLC/IV/BO/A/000/999/4527N00917E005
A) LIML B) 2403192230 C) 2403200430
E) ACFT **STAND** 13, 15, 68, 70 AND 72 **CLSD** DUE TO WIP.
RMK: ICAO SIGNALS PROVIDED.
REF AIP AD 2 LIML 2-7

|#2|-----
A1997/24 NOTAMN
Q) LIMM/QFAXX/IV/NBO/A/000/999/4527N00917E005
A) LIML B) 2403182230 C) 2403192230
E) MANDATORY FOR ALL MOVEMENTS TO ACFT STANDS 68, 70 AND 72 ONLY VIA
APN **TWY** T DUE TO WIP
RMK: FOLLOW-ME ASSISTANCE MANDATORY
REF AIP AD 2 LIML 2-7

|#3|-----
A1953/24 NOTAMN
Q) LIMM/QMRLC/IV/NBO/A/000/999/4527N00917E005
A) LIML B) 2403182230 C) 2403220430
D) DAILY 2230-0430
E) **RWY** 17/35 HEL/FATO AND ALL **TWY** **CLSD** TO ALL TRAFFIC
REF AIP AD 2 LIML 2-1

|#4|----- (I)
A1898/24 NOTAMR A9349/23
Q) LIMM/QNLXX/IV/BO/A/000/999/4527N00917E005
A) LIML B) 2403131351 C) 2405152359
E) CODOGNO LOCATOR 'COD' FREQ 400.50KHZ
REMOTE STATUS INDICATOR **OUT OF SERVICE**
REF AIP AD 2 LIML 1-13

|#5|----- (I)
A1539/24 NOTAMR A9092/23
[ils om | 19]
Q) LIMM/QIOAS/I/BO/A/000/999/4527N00917E005
A) LIML B) 2402281040 C) 2405230900EST
E) OM **RWY** 35 (ILS ILNT) REMOTE STATUS INDICATOR **UNSERVICEABLE**
RMK: PILOTS ARE REQUESTED TO REPORT TO LINATE TWR IF SIGNAL IS NOT RECEIVED
REF AIP AD 2 LIML 1-13

|#6|----- (I)
A1414/24 NOTAMR A8750/23
[sid | 24]
Q) LIMM/QPDCH/I/NBO/A/000/999/4527N00917E005
A) LIML B) 2402230934 C) 2405230900EST
E) STANDARD INSTRUMENT DEPARTURE.
SID RNAV 1 **RWY** 35 CAN BE PLANNED ONLY IN CASE OF LIN **VOR** OR SRN
VOR UNAVAILABILITY
REF AIP AD 2 LIML 6-7 AND 6-9

|#7|----- (I)
A1333/24 NOTAMN
[ad | 26]
Q) LIMM/QFAXX/IV/NBO/A/000/999/4527N00917E005
A) LIML B) 2402220000 C) PERM
E) THE FOLLOWING CHG TO REGULATIONS/INFORMATION SHALL BE CONSIDERED, REFERRING TO AIRAC AMENDMENT 02/2024, READING:
PAGE AD 2 LIML2-3 'HOT SPOT MAP (NOT FOR NAVIGATION)'
HOT SPOT 1: TAX ON PORTION OF **TWY** 'K' FROM IHP (INTERMEDIATE HOLDING POSITION) K1 TO **TWY** 'L' AND VICE VERSA IS PERMITTED WITH MANDATORY ASSISTANCE OF FOLLOW-ME AND TOWING.
PAGE AD 2 LIML 2-13 'AIRCRAFT PARKING DOCKING CHART ICAO-WEST APRON'
TAXLING ON **TWY** K ALLOWED TO **RWY** 17/35 FOR VFR FLIGHTS AND DURING DAY LIGHT ONLY NOT TO BE APPLIED.
PAGE AD 2 LIML 1-17 'APRON'
TAX ON PORTION OF **TWY** 'K' FROM IHP (INTERMEDIATE HOLDING POSITION) K1 TO **TWY** 'L' AND VICE VERSA IS PERMITTED WITH MANDATORY ASSISTANCE OF FOLLOW-ME AND TOWING.

|#8|----- (I)
A1214/24 NOTAMN
[ad | 26]
Q) LIMM/QFAXX/IV/NBO/A/000/999/4527N00917E005
A) LIML B) 2402220000 C) PERM
E) THE FOLLOWING CHG TO REGULATIONS/INFORMATION SHALL BE CONSIDERED READING AD 2 LIML 2-1 'AERODROME CHART-ICAO'
DUE TO MISPRINT:
RWY DEPICTED AS '18/36' SHALL BE INTENDED AS '17/35'
RWY DEPICTED AS '17/35 - **CLOSED**' SHALL BE INTENDED AS '**TWY** L - **CLOSED**'
-LIMITATION IN THE USE OF HLDG BAY STOPS 'BS1' AND 'BS2' DRG LOW VIS PROC AND INDICATIONS ABOUT THE LOCAL ANOMALY IN THE EARTH MAGNETIC FIELD NOT TO BE APPLIED
-TAX ON PORTION OF **TWY** 'K' FROM IHP (INTERMEDIATE HOLDING POSITION) K1 TO **TWY** 'L' AND VICE VERSA IS PERMITTED WITH MANDATORY ASSISTANCE OF FOLLOW-ME AND TOWING.
REF AIP AD 2 LIML 2-1

|#9|----- (I)
A1292/24 NOTAMN
[instr apch proc | 27]
Q) LIMM/QPIXX/I/NBO/A/000/999/4527N00917E005

A) LIML B) 2402201019 C) 2405152359
E) FLW INSTRUMENT APPROACH PROCEDURES
- **ILS** Z **RWY** 35
- **ILS** Y **RWY** 35
MINIMA CIRCLING OCA(OCH) FOR CAT A AS FLW: 900FT(547FT)
REF AIP AD 2 LIML 5-3 AND 5-5

|#10|----- (I)
A1270/24 NOTAMR A8700/23
[ndb | 28]
Q) LIMM/QNBAS/IV/BO/A/000/999/4526N00916E005
A) LIML B) 2402191346 C) 2405152359
E) SARONNO NDB 'SRN' FREQ 330.00KHZ **UNSERVICEABLE**
REF AIP AD 2 LIML 1-14

|#11|----- (I)
A0334/24 NOTAMR A7721/23
[ad | 63]
Q) LIMM/QFAXX/IV/NBO/A/000/999/4527N00917E005
A) LIML B) 2401151449 C) 2404121900
E) FATO 18/36 OPS AVBL ONLY FOR HEL UP TO MAX ROTOR DIAMETER 18.6M AND MAX LENGTH 22.80M
RMK: IF UNABLE TO COMPLY, ADVISE ATS UNIT TO OPERATE ON THE **RWY**
REF AIP AD 2 LIML 1-25 AND 2-7

|#12|----- (I)
A8901/23 NOTAMR A8900/23
[met | 108]
Q) LIMM/QFMXX/IV/NBO/A/0/999/4527N00917E5
A) LIML B) 2312011459 C) PERM
E) ALL INFORMATION REPORTED IN COLUMN 7 'OBSERVATION SITES' SHALL BE CONSIDERED REFERRED TO '**RWY**35' INSTEAD OF '**RWY**36'
AND TO '**RWY**17' INSTEAD OF '**RWY**18' DUE TO MISPRINT.
REF AIP GEN 3.5-21

|#13|----- (I)
M1257/24 NOTAMN
[apron | 4]
Q) LIMM/QMNL/IV/NBO/A/000/999/4527N00917E005
A) LIML B) 2403141940 C) 2405311940EST
E) AIRFORCE APRON AVBL FOR ACFT WITH MAX WINGSPAN 41M/134FT ONLY
RMK: PPR REQUIRED 48HR IN ADVANCE TO USE APRON.
DURING NIGHT HOURS TAXI OPS WITH CTN DUE TO APRON EDGE LIGHTS NOT AVBL
REF FLIP CN ITALY AD LIML 1-1

Flight group apt LIMF - TRN - TORINO/CASELLE RWY 18 36 (I)

|#1|----- (I)
A1963/24 NOTAMN
[ad | 0]
Q) LIMM/QFAXX/IV/NBO/A/000/999/4512N00739E005
A) LIMF B) 2403182210 C) 2403220450
D) DAILY 2210-0450
E) LDG AND TKOF FORBIDDEN TO ALL TFC DUE TO WIP EXC STATE, AMBULANCE AND HUMANITARIAN FLT ONLY IF NOTIFIED TO AERODROME OPERATOR AT LEAST 2HR AND 30MIN BFR WORKS BEGIN
REF AIP AD 2 LIMF 2-1

|#2|----- (I)
A1962/24 NOTAMN
[twy | 0]
Q) LIMM/QMXLC/IV/BO/A/000/999/4512N00739E005
A) LIMF B) 2403182200 C) 2403191100
E) TAXIWAY 'C' **CLOSED** DUE TO WIP.
REF AIP AD 2 LIMF 2-1

|#3|----- (I)
A1943/24 NOTAMN
[acft stand | 1]

Q) LIMM/QMPLC/IV/BO/A/000/999/4512N00739E005

A) LIMF B) 2403180700 C) 2403222100

E) ACFT **STAND** 109 **CLSD** DUE TO WIP

REF AIP AD 2 LIMF 2-7

|#4|-----
A1942/24 NOTAMN
Q) LIMM/QMPXX/IV/BO/A/000/999/4512N00739E005
A) LIMF B) 2403180700 C) 2403222100

E) ACFT STANDS 108 AND 110 AVBL ONLY FOR ACFT WITH
MAX WING SPAN UP TO 41M
REF AIP AD 2 LIMF 2-7

|#5|-----
A1365/24 NOTAMN
Q) LIMM/QSPXX/IV/BO/A/000/999/4512N00739E005
A) LIMF B) 2402220000 C) 2405152359

E) ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
TORINO/CASELLE (LIMF) MINIMUM ALTITUDES/LEVELS 'FL90'
CHANGE LATERAL LIMITS AS FOLLOW:
LINE JOINING FOLLOWING POINTS:

442840N0075425E
442911N0075318E
443701N0075220E
444108N0080434E
THEN ARC OF CIRCLE IN ANTI-CLOCKWISE DIRECTION RADIUS 17.0 NM
CENTRED ON:

445529N0075143E

TILL POINT:

445124N0081457E

LINE JOINING FOLLOWING POINTS:

445203N0083600E

445124N0081457E

445203N0083600E

445224N0085908E

445228N0090319E

445724N0091618E

444724N0093244E

444424N0091530E

444444N0090645E

443722N0090403E

443151N0091715E

443158N0092220E

442659N0092147E

442414N0093043E

443220N0093832E

THEN ARC OF CIRCLE IN CLOCKWISE DIRECTION RADIUS 35.0 NM CENTRED ON:

442441N0085049E

TILL POINT:

442200N0094000E

LINE JOINING FOLLOWING POINTS:

441430N0092800E

440207N0092755E

THEN ARC OF CIRCLE IN CLOCKWISE DIRECTION RADIUS 5.0 NM CENTRED ON:

440159N0092059E

TILL POINT:

435659N0092044E

LINE JOINING FOLLOWING POINTS:

435801N0083133E

THEN ARC OF CIRCLE IN CLOCKWISE DIRECTION RADIUS 30.0 NM CENTRED ON:

442441N0085049E

TILL POINT:

441306N0081212E

LINE JOINING FOLLOWING POINTS:

441723N0081831E

442840N0075425E

REF AIP AD 2 LIMF 8-4

(I)
[acft stand | 1]

|#6|-----
A1269/24 NOTAMR A8699/23
Q) LIMM/QNBAS/IV/BO/A/000/999/4512N00738E005
A) LIMF B) 2402191345 C) 2405152359
E) SARONNO NDB 'SRN' FREQ 330.00KHZ **UNSERVICEABLE**
REF AIP AD 2 LIMF 1-17

(I)
[ndb | 28]

(I)
[app | 26]

|#7|-----
A1014/24 NOTAMN
Q) LIMM/QNNXX/IV/NBO/AE/000/999/4512N00739E025
A) LIMF B) 2402081650 C) PERM
E) CASELLE TACAN 'CLL' CH 27X MAINT IS NOW:
EVERY WED 0800-1100 (0700-1000)
REF AIP AD 2 LIMF 1-16 RADIO NAVIGATION AND LANDING AIDS

(I)
[tacan | 39]

|#8|-----
A0923/24 NOTAMR A7990/23
Q) LIMM/QPACH/I/NBO/A/000/999/4512N00739E005
A) LIMF B) 2402061009 C) 2404172359
E) LINK ROUTES AND STAR.
ALL LINK ROUTES AND STAR TO BE CONSIDERED ATC DISCRETION.
REF AIP AD 2 LIMF 4-9 AND 4-11/12/13/14/15

(I)
[star | 41]

|#9|-----
A0922/24 NOTAMR A7991/23
Q) LIMM/QPDCH/I/NBO/A/000/999/4512N00739E005
A) LIMF B) 2402061005 C) 2404172359
E) STANDARD INSTRUMENT DEPARTURE PROCEDURE **RWY** 36
SID 'SIRLO 6A' MCA AS FLW:
RDL 360/2 NM 'CSL' VOR/DME: 2000FT
RDL 102/8 NM 'CSL' VOR/DME: 4000FT
SIRLO: 4000FT
REF AIP AD 2 LIMF 6-15

(I)
[sid | 41]

|#10|-----
A0921/24 NOTAMR A8298/23
Q) LIMM/QPIXX/I/NBO/A/000/999/4512N00739E005
A) LIMF B) 2402061002 C) 2404172359
E) INSTRUMENT APPROACH PROCEDURE **TLS** CAT II OR **LOC** Y **RWY** 36
TACAN ID IS CLL TACAN INSIDE BOX RELATED TO REMARK 6
REF AIP AD 2 LIMF 5-5

(I)
[instr apch proc | 41]

|#11|-----
A0920/24 NOTAMR A8300/23
Q) LIMM/QPDXX/I/NBO/A/000/999/4512N00739E005
A) LIMF B) 2402060959 C) 2404172359
E) INITIAL CLIMB PROCEDURE AND SID **RWY** 18/36
ICP **RWY** 36
AT INTERSECTION RDL360/2NM CSL VOR/DME THE TACAN ID IS CLL TACAN
REF AIP AD 2 LIMF 6-13/15

(I)
[sid | 41]

|#12|-----
A0919/24 NOTAMR A8316/23
Q) LIMM/QPACH/I/NBO/A/000/999/4512N00739E005
A) LIMF B) 2402060959 C) 2404172359
E) STANDARD INSTRUMENT ARRIVAL PROCEDURE RNAV 1 OR RNP 1 **RWY** 36
DESCRIPTION
STAR: ABN 1T - GEN 1P - LAGEN 1R - VOG 1T
ON TABLE DESCRIPTION THE DISTANCE BTN MF531 AND VESCU IS 7.6NM
REF AIP AD 2 LIMF 4-3/5/7

(I)
[star | 41]

|#13|-----
A0918/24 NOTAMR A8317/23
Q) LIMM/QPACH/I/NBO/A/000/999/4512N00739E005
A) LIMF B) 2402060957 C) 2404172359

(I)
[star | 41]

E) STANDARD INSTRUMENT ARRIVAL PROCEDURE RNAV 1 OR RNP 1 **RWY** 36
SEGMENT DISTANCE BTN MF531 AND VESCU IS 7.6NM
REF AIP AD 2 LIMF 4-1

Flight group apt LIME - BGY - BERGAMO/ORIO AL SERIO RWY 10 12 28 30 (I)

|#1|----- (I)
A2003/24 NOTAMN [rwy | 0]
Q) LIMM/QMRLC/IV/NBO/A/000/999/4540N00942E005
A) LIME B) 240320010 C) 2403230440
D) 20 21 0010-0255, 23 0030-0440
E) **RWY** 10/28 AND ALL **TWY CLSD** DUE TO WIP.
REF AIP AD 2 LIME 2-1

|#2|----- (I)
A2018/24 NOTAMN [met | 0]
Q) LIMM/QFMXX/IV/NBO/A/000/999/4540N00942E005
A) LIME B) 2403182000 C) 2403200600
D) 18 19 2000-0600
E) METAR AUTO PROVIDED.
LOCAL ROUTINE REPORTS (MET REPORT) AND LOCAL REPORTS (SPECIAL) NOT AVBL.
MET INFO ONLY BY MEASURED DATA, NO SIGNIFICANT CHANGES PROVIDED.
VISIBILITY AND HEIGHT OF CLOUD BASE DATA ARE REPRESENTATIVE OF THE INSTRUMENT INSTALLATION LOCATION.
LIMITED PRESENT WEATHER INFORMATION PROVIDED BY ATC ONLY ON PILOTS REPORTS.
ATC MAY REQUIRE PILOTS TO REPORT METEOROLOGICAL CONDITIONS OR PHENOMENA OBSERVED.
REF AIP GEN 3.5-10 AND GEN 3.5-15

|#3|----- (I)
A1900/24 NOTAMR A9351/23 [1 | 5]
Q) LIMM/QNLXX/IV/BO/A/000/999/4540N00942E005
A) LIME B) 2403131354 C) 2405152359
E) CODOGNO LOCATOR 'COD' FREQ 400.50KHZ
REMOTE STATUS INDICATOR **OUT OF SERVICE**
REF AIP AD 2 LIME 1-16

|#4|----- (I)
A1793/24 NOTAMN [acft stand | 10]
Q) LIMM/QMPLC/IV/BO/A/000/999/4540N00942E005
A) LIME B) 2403090315 C) 2403261700
E) ACFT STANDS 820 AND 821, ON NORTH APN, **CLSD** DUE TO WIP.
REF AIP AD 2 LIME 2-9

|#5|----- (I)
A1702/24 NOTAMN [ad | 12]
Q) LIMM/QFAXX/IV/NBO/A/000/999/4540N00942E005
A) LIME B) 2403070045 C) 2403280230
D) 07 14 21 28 0045-0230
E) ARR/DEP TFC ALLOWED ONLY WITH 10MIN PN TO ATC UNIT DUE TO FIRE FIGHTING PERSONNEL TRAINING.
RMK: SKED/PLANNED TFC AND FLT COOR WITH AD OPR NOT AFFECTED
REF AIP AD 2 LIME 1-1

|#6|----- (I)
A1271/24 NOTAMR A8701/23 [ndb | 28]
Q) LIMM/QNBAS/IV/BO/A/000/999/4540N00942E005
A) LIME B) 2402191347 C) 2405152359
E) SARONNO NDB 'SRN' FREQ 330.00KHZ **UNSERVICEABLE**
REF AIP AD 2 LIME 1-17

|#7|----- (I)
A1180/24 NOTAMR A8516/23 [twy | 32]

Q) LIMM/QMXXX/IV/BO/A/000/999/4540N00942E005
A) LIME B) 2402150935 C) 2405142159EST
E) REF AIP AIRAC SUP S31/23 IN FORCE FM 05 OCT 2023 TO 10 JUL 2024
'BERGAMO/ORIO AL SERIO (LIME) AD: WORKS OF NORTH APRON EXTENSION, **TWY** W EXTENSION, NEW **TWY** BA, NEW **TWY** BB AND RENAMING OF ALL EXISTING **TWY** STATUS OF WORKING PHASES:

-PHASE 1: COMPLETED
-PHASE 2: COMPLETED
-PHASE 3: COMPLETED
-PHASE 4: COMPLETED
-PHASE 5: COMPLETED
-PHASE 6: COMPLETED
-PHASE 7: ACTIVATED
-PHASE 8: NOT ACTIVATED YET

|#8|----- (I)
A0960/24 NOTAMN [ils dme | 40]
Q) LIMM/QIDLT/I/NBO/A/000/999/4540N00942E005
A) LIME B) 2402071136 C) PERM
E) **DME** 'IBRM' ASSOCIATED WITH **ILS RWY** 28 AVAILABLE AS NEW LIMITATIONS:
AT 20NM:
- 300/060 DEG MRA 10000 FT
AT 25NM:
- 060/100 DEG MRA 9000 FT
- 100/215 DEG MRA 4000 FT
- 215/300 DEG MRA 6000 FT
REF AIP AD 2 LIME 2.19 'RADIO NAVIGATION AND LANDING AIDS'
COLUMN 7 'DESIGNATED OPERATIONAL COVERAGE LIMITATIONS'

|#9|----- (I)
A0784/24 NOTAMR A8846/23 [twr | 47]
Q) LIMM/QSTXX/IV/NBO/A/000/999/4540N00942E005
A) LIME B) 2401310916 C) 2404292159EST
E) AD CTL SER CALL SIGN 'ORIO DELIVERY' PERMANENTLY ASSIGNED TO FREQ 134.105MHZ (8.33 CHANNEL SPACING) AND AVBL AT ATC DISCRETION. IT SHALL BE THE FIRST CTC OF DEP ACFT WHEN SO INSTRUCTED BY ATIS AND NO MORE USED AS BACKUP FREQ FOR CALL SIGNS 'ORIO GND' OR 'ORIO TWR'. THE ABOVE DEFINED CALL SIGN MAY BE USED DRG THE MANAGEMENT OF ORDERLY MOV OF ACFT ON APN AS AN **ALTERNATE** FOR 'ORIO GROUND' TO PROVIDE ONLY ATC CLEARANCES AND START-UP APPROVAL.
REF AIP AD 2 LIME 1-15 'AIR TRAFFIC SERVICES COMMUNICATION FACILITIES', 1-17 'LOCAL AERODROME REGULATIONS' POINT 2 'APRON' PARAGRAPHS 2.1 'ORDERLY MOV OF ACFT ON APN' AND 2.2 'A-CDM DEP PROCEDURES' AND ALL RELEVANT BOXES 'FREQUENCIES' ON CHARTS PUBLISHED IN AIP AD 2 LIME SECTIONS 2, 4, 5 AND 6

|#10|----- (I)
A0782/24 NOTAMR A9099/23 [met | 47]
Q) LIMM/QFMXX/IV/BO/A/000/999/4540N00942E005
A) LIME B) 2401310912 C) 2404011800EST
E) VISIBILIMETER MID **RWY** 28 AND RVR MID **RWY** 28 DATA **NOT AVBL** DUE TO MAINT.
REF AIP GEN 3.5-13

|#11|----- (I)
A0741/24 NOTAMR A9155/23 [ad | 48]
Q) LIMM/QFAXX/IV/NBO/A/000/999/4540N00942E005
A) LIME B) 2401300936 C) 2404261800EST
E) A-VDGS (ADVANCED-VISUAL DOCKING GUIDANCE SYSTEM) OF ACFT **STAND** 209 (BOTH STOP1 AND STOP2) ON MAIN/SOUTH APRON **UNSERVICEABLE**.
RMK:
1. ACFT **STAND** ENTRY AVBL WITH MARSHALLER ONLY.
2. A-VDGS MAY SHOW WRONG INFORMATION.

|#12|----- (I)
A0561/24 NOTAMN
Q) LIMM/QMNHW/IV/BO/A/000/999/4540N00942E005
A) LIME B) 2401231701 C) 2404192159EST
E) FLW RESTRICTIONS APPLIED ON MAIN/SOUTH APRON DUE TO WIP:
- ACFT **STAND** 301: EXIT AVBL PUSH-BACK ONLY
- ACFT **STAND** 302: CLSD
- APRON **TWY J CLSD** BTN LEAD-IN 301 AND LEAD-IN 302.
REF AIP AD2 LIME 2-7

|#13|----- (I)
A0466/24 NOTAMR A7762/23
Q) LIMM/QILXX/I/NBO/A/000/999/4540N00942E005
A) LIME B) 2401191315 C) PERM
E) LOCALIZER (ILS) **RWY28** 'IBRM' AVBL AS FLW:
LIMITATIONS AT 17NM AND BEYOND MRA 6000FT
REF AIP AD 2 LIME 1-16

|#14|----- (I)
A0196/24 NOTAMN
Q) LIMM/QMPIC/IV/BO/A/000/999/4540N00942E005
A) LIME B) 2401150700 C) 2403292259EST
E) ACFT **STAND** 212 **CLSD** DUE TO WIP
REF AIP AD 2 LIME 2-7

|#15|----- (I)
A0106/24 NOTAMN
Q) LIMM/QMPLC/IV/BO/A/000/999/4540N00942E005
A) LIME B) 2401150700 C) 2404121700EST
E) ACFT **STAND** 205 **CLSD** DUE TO WIP
REF AIP AD 2 LIME 2-7

Flight group apt LIMJ - GOA - GENOA/SESTRI RWY 10 28 (I)

|#1|----- (I)
A1919/24 NOTAMN
Q) LIMM/QICCT/I/NBO/A/000/999/4425N00850E005
A) LIMJ B) 2403190800 C) 2403190900
E) **ILS RWY28** ON TEST DO NOT USE, FALSE INDICATION POSSIBLE.
REF AIP AD 2 LIME 1-13

|#2|----- (I)
A0947/24 NOTAMR A8437/23
Q) LIMM/QLPAS/IV/BO/A/000/999/4425N00850E005
A) LIMJ B) 2402070942 C) 2404301100EST
E) PRECISION APPROACH PATH INDICATOR (PAPI) **RWY28** RIGHT SIDE **UNSERVICEABLE**.
REF AIP AD2 LIMJ 1-9

|#3|----- (I)
A0820/24 NOTAMN
Q) LIMM/QFMXX/IV/BO/A/000/999/4425N00850E005
A) LIMJ B) 2402011410 C) 2404241100
E) ANEMOMETER MID **RWY 28/10 NOT AVAILABLE** DUE TO TECR
REF AIP GEN 3.5-19

|#4|----- (I)
A0524/24 NOTAMN
Q) LIMM/QFIAU/IV/NBO/A/000/999/4425N00850E005
A) LIMJ B) 2401221027 C) 2403312200
E) ACFT DE-ICING **NOT AVBL**

|#5|----- (I)
A0397/24 NOTAMR A7837/23
Q) LIMM/QMPLC/IV/BO/A/000/999/4425N00850E005
A) LIMJ B) 2401170834 C) 2404092200EST
E) ACFT **STAND** 406 **CLOSED** DUE TO WIP
REF AIP AD2 LIMJ 2-7

|#6|----- (I)
A0396/24 NOTAMR A7838/23
Q) LIMM/QMPXX/IV/BO/A/000/999/4425N00850E005
A) LIMJ B) 2401170833 C) 2404082200EST
E) FLW ACFT STANDS COORDINATES CHG TO READ:
- ACFT **STAND** 405 PSN COORD (WSG-84): 442450.47N 0085103.69E
- ACFT **STAND** 407 PSN COORD (WSG-84): 442449.64N 0085107.68E
REF AIP AD2 LIMJ 2-7

|#7|----- (I)
A7836/23 NOTAMN
Q) LIMM/QMPAW/IV/M/A/0/999/4425N00850E05
A) LIMJ B) 2310261402 C) PERM
E) ACFT **STAND** 405 STOP 1 COMPLETELY WITHDRAWN
REF AIP AD 2 LIMJ 2-7

Flight group apt LFSB - BSL - BASLE/MULHOUSE RWY 07 15 25 33 (II,IV)

|#1|----- (II,IV)
A1094/24 NOTAMN
Q) LFEE/QMRLC/IV/NBO/A/000/999/4735N00732E005
A) LFSB B) 2403192300 C) 2403210400
D) 2300-0400
E) **RWY** 07/25 AND 15/33 CLSD

|#2|----- (II,IV)
A1091/24 NOTAMN
Q) LFEE/QMRLT/IV/NBO/A/000/999/4735N00732E005
A) LFSB B) 2403190900 C) 2403191100
D) 0900-1100
E) **RWY** 07/25 CLSD, TAXYING PERMITTED

|#3|----- (II,IV)
A1100/24 NOTAMN
Q) LFEE/QPICH/I/NBO/A/000/999/4735N00732E005
A) LFSB B) 2403121452 C) PERM
E) APCH VPT B **RWY 25** PROC :
-WITHDRAWAL OF THE FLW OBSERVATION :
(3) DO NOT DESCEND BELOW MDA BEFORE THE BEGINNING OF STRAIGHT LINE SEGMENT ON FINAL.
-ADDITION IN THE WARNING BOX OF THE FLW OBSERVATION :
BY NIGHT, THE BRIGHT URBAN ENVIRONMENT CAN MASK THE **RWY 25** INFRASTRUCTURE
TIL THE ENTRANCE IN A 15 DEGREES SECTOR RELATIVE TO THE AXIS.
REF AIP : AD 2 LFSB IAC **RWY25** VPT B

|#4|----- (II,IV)
A0847/24 NOTAMN
Q) LFEE/QICXX/I/NBO/A/000/999/4735N00732E005
A) LFSB B) 2403040700 C) 2403291800
D) MON-FRI 0700-1800
E) **ILS** DOWNGRADED :
WHEN VISIBILITY GREATER THAN 550 M AND/OR CEILING GREATER THAN OR EQUAL TO 200 FT, DOWNGRADING OF **ILS** 15 IN I.T.4 AND OF **ILS** 33 IN I.B.1.

|#5|----- (II,IV)
A0558/24 NOTAMN [rwy | 39]
Q) LFEE/QMRLT/IV/NBO/A/000/999/4735N00732E005
A) LFSB B) 2402090000 C) PERM
E) WHEN LVP CONDITIONS, **RWY** 15/33 EXIT VIA **RWY** 07/25 PROHIBITED.
REF AIP : AD 2.22.5

|#6|----- (II,IV)
A0266/24 NOTAMN [ad | 53]
Q) LFEE/QFALT/IV/NBO/A/000/999/4735N00732E005
A) LFSB B) 2401252300 C) 2404242300
E) AD PROHIBITED TO **HELICOPTERS** EXC FOR HOME BASED **HELICOPTERS**.

|#7|----- (II,IV)
A6078/23 NOTAMN [sid | 82]
Q) LFEE/QPDCS/I/BO/A/000/999/4735N00732E005
A) LFSB B) 2312280000 C) 2407102359
E) EVALUATION OF **RWY** 15 RNAV SID TOWARDS 'TORPA' AND 'MOROK' : SEE AIRAC AIP SUP 213/23 AVBL AT WWW.SIA.AVIATION-CIVILE.GOUV.FR

|#8|----- (II,IV)
A5034/23 NOTAMN [star | 171]
Q) LFEE/QPACH/I/NBO/A/000/999/4735N00732E005
A) LFSB B) 2309291434 C) PERM
E) HOLDING 'ADOGA' :
OUTBOUND FLYING TIMES :
- FM FL100 TO FL140 READ 1MIN,
- ABOVE FL140 TO FL160 READ 1MIN30.
REF AIP :
AD 2 LFSB STAR **RWY** ALL CONV
AD 2 LFSB IAC **RWY**15 INA GNSS
AD 2 LFSB IAC **RWY**ALL INA CONV ALTIK ADOGA

|#9|----- (II,IV)
W2709/23 NOTAMN [uac | 109]
Q) LFEE/QWULW/IV/BO/AW/000/024/4730N00730E001
A) LFSB B) 2312010657 C) 2406301931
D) SR-SS
E) FLYING MODEL ACTIVITY OVER LA COMMUNE DE LEYDEN
PSN : 472956N 0073028E -
RDL 189/5.4NM LFSB
F) SFC
G) 400FT AGL

Flight group apt LSGG - GVA - GENEVA RWY 04 22 (II,IV)

|#1|----- (II,IV)
A0132/24 NOTAMN [ils | NEW TODAY]
Q) LSAS/QICAS/I/NBO/A/000/999/4614N00607E005
A) LSGG B) 2403192200 C) 2403200300
E) **RWY** 04 **TLS** INE 110.900 **U/S** DUE TO MAINT. AVBL O/R WI 15 MIN.

|#2|----- (II,IV)
A0064/24 NOTAMN [ad | 47]
Q) LSAS/QFALT/IV/NBO/A/000/999/4614N00607E005
A) LSGG B) 2402010000 C) PERM
E) NON RNAV INBD ACFT ARE SUBJ TO ATC PRE-APPROVAL PRIOR TO DEF WHEN PLANNING LSGG AS DEST. REQ PPR TO FMPGE(A)SKYGUIDE.CH.

|#3|----- (II,IV)
A0076/24 NOTAMN [papi | 48]
Q) LSAS/QLPXX/IV/BO/A/000/999/4614N00607E005
A) LSGG B) 2401301357 C) 2404302200
E) **RWY** 22 PAPI MAY SHOW 3R/1W ON THE LAST 4 NM OF THE APCH WHEN

ESTABLISHED ON THE **TLS** 22. ACFT TYPES POTENTIALLY Affected:
A320, A321, E190, BCS3.

|#4|----- (II,IV)
A0793/23 NOTAMN [ad | 94]
Q) LSAS/QFALT/IV/NBO/A/000/999/4614N00607E005
A) LSGG B) 2312151100 C) 2403302259
D) FRI 1100-2259, SAT SUN 0500-2330, MON 0500-1100
E) ARR IFR ACFT WITH APCH CAT A, EXC TURBINE ACFT, FORBIDDEN DUE TO TFC CONGESTION.

|#5|----- (II,IV)
A0792/23 NOTAMN [rwy | 94]
Q) LSAS/QMRLT/IV/NBO/A/000/999/4614N00607E005
A) LSGG B) 2312151100 C) 2403302259
D) FRI 1100-2259, SAT SUN 0500-2259, MON 0500-1100
E) USE OF **RWY** 04/22 FOR TEST, TRG AND SCHOOL FLT PROHIBITED DUE TO **RWY** CONGESTION.

|#6|----- (II,IV)
A0791/23 NOTAMN [ad | 94]
Q) LSAS/QFALT/IV/NBO/A/000/999/4614N00607E005
A) LSGG B) 2312151100 C) 2403302259
D) FRI 1100-2259, SAT SUN 0500-2259, MON 0500-1100
E) DEP IFR ACFT WITH APCH CAT A, EXC TURBINE ACFT, FORBIDDEN DUE TO TFC CONGESTION.

|#7|----- (II,IV)
A0790/23 NOTAMN [ad | 94]
Q) LSAS/QFALT/IV/NBO/A/000/999/4614N00607E005
A) LSGG B) 2312151100 C) 2403302259
D) FRI 1100-2259, SAT SUN 0500-2259, MON 0500-1100
E) AD NOT TO BE PLANNED AS ALTN. DIV POSS ONLY FOR DECLARED EMERG.

|#8|----- (II,IV)
A0765/23 NOTAMN [tma | 94]
Q) LSAS/QATLT/IV/NBO/AE/035/195/4614N00609E037
A) LSGG B) 2312151100 C) 2403302330
D) FRI 1100-2330, SAT SUN 0400-2330, MON 0400-1100
E) GENEVA TMA: TEST, TRG AND SCHOOL FLT PROHIBITED DUE TO AIRSPACE CONGESTION.

|#9|----- (II,IV)
A0763/23 NOTAMN [ad | 94]
Q) LSAS/QFALT/IV/NBO/A/000/999/4614N00607E005
A) LSGG B) 2312151100 C) 2403302330
D) FRI 1100-2330, SAT SUN 0400-2330, MON 0400-1100
E) Y FPL WITH DEST LSGG PROHIBITED.

Flight group apt EDDS - STR - STUTTGART RWY 07 25 (II,III,IV)

|#1|----- (II,III,IV)
A1497/24 NOTAMR A1483/24 [twy | 0]
Q) EDGG/QMXLC/IV/BO/A/000/999/4841N00913E005
A) EDDS B) 2403181210 C) 2403192000
E) **TWY** Z **CLSD** BTN **TWY** O AND US-MIL.

|#2|----- (II,III,IV)
A0545/24 NOTAMR A5897/23 [sid | 48]
Q) EDGG/QPDCH/I/NBO/A/000/999/4841N00913E005
A) EDDS B) 2401301154 C) 2404302359EST
E) SID CHG, DUE TO NAVAJD COVERAGE OF LBU VOR/DME: GPS/FMS RNAV OVERLAYS REMAIN UNCHANGED.
RWY 25 - OKIBA4B, ADD RMK, APSG LBU, BRNAV EQPT NECESSARY. ROTWE5B, ADD RMK, CLIMB WITH 4.5PCT (275 FT/NM) TIL PSG 5000. APSG

5000, BRNAV EQPT NECESSARY.

RWY07 - ETASA2H, ADD RMK, APSG LBU, BRNAV EQPT NECESSARY.
REF AIP AD 2 EDDS 5-7-2 DATED 23 FEB 2023, 5-7-3, 5-7-7 BOTH
EFFECTIVE 23 FEB 2023, 5-7-5 EFFECTIVE 20 AUG 2015.

[rwy | NEW TODAY]

|#3|----- (II,III,IV)
A0318/24 NOTAMR A0317/24 [missed apch proc | 60]
Q) EDGG/QPUCB/I/BO/A/000/999/4841N00913E005
A) EDDDS B) 2401181226 C) 2404182359EST
E) CHANGES TO MISSED APCH PROC DUE TO COVERAGE OF STG DVOR/DME:
ILS OR **LOC** AND **VOR RWY** 25:
DISREGARD R277 STG. USE R223 LBU ONLY.
REF AIP AD2 EDDS 4-2-1 EFF 05 OCT 2023, 4-3-1 EFF 26 MAR 2020.

|#4|----- (II,III,IV)
A0076/24 NOTAMN [mmm alt | 73]
Q) EDGG/QAACB/I/BO/A/000/999/4841N00913E005
A) EDDDS B) 2401051136 C) PERM
E) MSA BASED ON STG DVOR/DME AND MSA BASED ON ARP CHANGED AS FLW:
MSA SECTORISATION BASED ON STG DVOR/DME CHANGED:
SECT CLOCKWISE BTN 245 AND 045DEG INBOUND STG DVOR/DME,
RADUS 25NM: 4800FT MSL.
SECTCLOCKWISE BTN 045 AND 120DEG INBOUND STG DVOR/DME,
RADUS 15NM: 3400FT MSL.
SECT CLOCKWISE BTN 045 AND 120DEG INBOUND STG DVOR/DME,
RADUS FROM 15NM TILL 25NM: 4100FT MSL.
SECT CLOCKWISE BTN 120 AND 245DEG INBOUND STG DVOR/DME,
RADUS 25NM: 3500FT MSL.
MSA BASED ON EDDDS ARP RAISED TO 4800FT MSL.
CHANGES DUE TO NEW **OBSTACLE** SURVEY.
REF AIP AD 2 EDDS 3-1-2, 3-1-3, 3-1-4, 3-1-5, 3-1-6, 4-2-1, 4-2-2,
4-3-1, 4-3-2, 4-6-1, 4-6-3, 5-7-3, 5-7-7, 5-7-9.

|#5|----- (II,III,IV)
A4432/23 NOTAMN [vor | 195]
Q) EDGG/QNVXX/IV/BO/AE/000/999/4855N00920E025
A) EDDDS B) 2309050946 C) PERM
E) LUBURG VOR/DME LBU 109.20MHZ/CH29X **VOR** R226 NOT USABLE
BTN 30.0 AND 35.0NM.

|#6|----- (II,III,IV)
A4431/23 NOTAMN [dme | 195]
Q) EDGG/QNDXX/IV/BO/AE/000/999/4855N00920E025
A) EDDDS B) 2309050944 C) PERM
E) LUBURG VOR/DME LBU 109.20MHZ/CH29X **DME** NOT USABLE BTN
STATION AND 3.0NM.

|#7|----- (II,III,IV)
A3607/22 NOTAMN [vor/dme | 619]
Q) EDGG/QNMXX/IV/BO/AE/000/999/4842N00915E025
A) EDDDS B) 2207080855 C) PERM
E) STUTTGART DVOR/DME STG 116.85MHZ/CH115Y
RADIAL 166 NOT USABLE.
DVOR-PART: BEYOND 38NM AND BLW 7000FT AMSL
DME-PART: BEYOND 43NM AND BLW 5400FT AMSL.

|#8|----- (II,III,IV)
P0770/24 NOTAMR P0768/24 [fuel avbl | 51]
Q) EDGG/QFULT/IV/NBO/A/000/999/4841N00913E005
A) EDDDS B) 2401280711 C) 2404302359
D) DAILY 2300-0330
E) EDDDS MIL PART, NO FUEL SVC AVBL.

Flight group apt LFLL - LYS - LYON/SAINT EXUPERY RWY 17L 17R 35L 35R (II,IV)

|#1|----- (II,IV)

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A1161/24 NOTAMN

Q) LFMM/QMRLC/IV/NBO/A/000/999/4544N00505E005
A) LFLL B) 2403190830 C) 2403191500
E) **RWY** 17R/35L CLSD

[rwy | NEW TODAY]

|#2|----- (II,IV)
A1093/24 NOTAMN [ils dme | NEW TODAY]
Q) LFMM/QIDAS/I/NBO/A/000/999/4544N00505E005
A) LFLL B) 2403190800 C) 2403201600
D) 0800-1600
E) LDG **DME** 17L (LSS CH28X) **U/S** DUE TO MAINT :
DO NOT USE, POSSIBLE FALSE INDICATIONS.

|#3|----- (II,IV)
A0537/24 NOTAMR A4058/23 [instr apch proc | 41]
Q) LFMM/QPICS/I/BO/A/000/999/4544N00505E005
A) LFLL B) 2402061040 C) 2404172359
E) CONTINUOUS DESCENT EXPERIMENT (CDO) :
- DESCRIPTION : DESCENT WHICH AIM IS TO REDUCE FUEL CONSUMPTION AND
NOISE POLLUTION, BY LIMITING FLIGHT LEVELS TILL FINAL APCH POINT.
- ACCORDING TO ATC CLEARANCES, AIRCREWS ARE REQUESTED TO PERFORM A
DESCENT PROFILE AS CONTINUOUS AS POSSIBLE.

|#4|----- (II,IV)
A6027/23 NOTAMN [prkg area | 126]
Q) LFMM/QMKLC/IV/BO/A/000/999/4544N00505E005
A) LFLL B) 2311131423 C) PERM
E) PARKING AREA ALPHA **CLOSED**
REF: ADC 01, APDC 01, GMC 01, GMC 02, ATT 01

|#5|----- (II,IV)
A5239/23 NOTAMN [twy | 161]
Q) LFMM/QMXAW/IV/BO/A/000/999/4544N00505E005
A) LFLL B) 2310100710 C) PERM
E) **TWY** TZ COMPLETELY WITHDRAWN
REF: GMC 01, GMC 02, GMC 03, GMC 04

|#6|----- (II,IV)
A2517/23 NOTAMN [ad | 299]
Q) LFMM/QFAXX/IV/NBO/A/000/999/4544N00505E005
A) LFLL B) 2305250000 C) 2404172359
E) SPECIFIC DEFENSE FACILITIES PROHIBITED OVERFLIGHT - AIP SUP
099/23 :
SUBJECT : CREATION OF A TEMPORARY PROHIBITED AREA ('''ZIT
MONT-VERDUN'''').
THIS AIP SUP IS AVBL AT WWW.SIA.AVIATION-CIVILE.GOUV.FR

|#7|----- (II,IV)
F2012/23 NOTAMN [vor | 78]
Q) LFMM/QNVAS/IV/BO/AE/000/999/4533N00453E025
A) LFLL B) 2401010000 C) 2410032359
E) **VOR** ''''VNE'''' 108.200MHZ **U/S**

|#8|----- (II,IV)
R2039/23 NOTAMN [tempo restricted area | 229]
Q) LFMM/QRTCA/IV/BO/AW/000/011/4540N00514E006
A) LFLL B) 2308030700 C) 2407311500
E) CIVIL **UNMANNED ACFT** TRANSITS - AIP SUP 148/23 :
SUBJECT : CREATION OF A TEMPORARY RESTRICTED AREA ('''ZRT **DRONE** RIGI'''').
THIS AIP SUP IS AVBL AT WWW.SIA.AVIATION-CIVILE.GOUV.FR
F) SFC
G) 1050FT AMSL

Flight group apt EDDF - FRA - FRANKFURT/MAIN RWY 07C 07L 07R 18 25C 25L 25R 36 (III,IV)

|#1|----- (III,IV)

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A1495/24 NOTAMN
Q) EDGG/QMXLC/IV/BO/A/000/999/5002N00834E005
A) EDDF B) 2403182200 C) 2403200400
D) 2200-0400
E) **TWY** Y **CLSD** BTN **TWY** Y3 AND **TWY** S33. **TWY** S33 CLSD.

|#2|----- (III,IV)
A1494/24 NOTAMN [rwy | 0]
Q) EDGG/QMRLC/IV/NBO/A/000/999/5002N00834E005
A) EDDF B) 2403182200 C) 2403230400
D) 2200-0400
E) **RWY** 18 CLSD.

|#3|----- (III,IV)
A1493/24 NOTAMN [rwy | 0]
Q) EDGG/QMRLC/IV/NBO/A/000/999/5002N00834E005
A) EDDF B) 2403182200 C) 2403230400
D) 2200-0400
E) **RWY** 07R/25L CLSD.

|#4|----- (III,IV)
A1492/24 NOTAMN [rwy | 0]
Q) EDGG/QMRLC/IV/NBO/A/000/999/5002N00834E005
A) EDDF B) 2403182200 C) 2403230345
D) 2200-0345
E) **RWY** 07L/25R CLSD.

|#5|----- (III,IV)
A1445/24 NOTAMR A0442/24 [instr apch proc | 4]
Q) EDGG/QPICH/I/NBO/A/000/999/5002N00834E005
A) EDDF B) 2403141156 C) 2406142359
D) DAILY 0400-2100
E) ALL ARR VIA SPESA MAY REQ A RNP-X APCH. PROCEDURE ONLY DURING LOW TRAFFIC DECIDED BY ATC.

|#6|----- (III,IV)
A1442/24 NOTAMN [als | 4]
Q) EDGG/QLAXX/IV/NBO/A/000/999/5002N00834E005
A) EDDF B) 2403141013 C) 2404020700
E) APCH FLASHING LIGHTS **RWY** 07R **OUT OF SERVICE**.

|#7|----- (III,IV)
A1389/24 NOTAMN [twy | 7]
Q) EDGG/QMXLC/IV/BO/A/000/999/5002N00834E005
A) EDDF B) 2403120720 C) PERM
E) **TWY** S16, **TWY** S21 AND **TWY** S23 (EAST) CLSD.

|#8|----- (III,IV)
A1387/24 NOTAMN [acft stand | 7]
Q) EDGG/QMPLC/IV/BO/A/000/999/5002N00834E005
A) EDDF B) 2403120718 C) PERM
E) ACFT STANDS S405, S407, S409, S411, S413, S501, S503, S504, S505, S506, S507, S508, S601, S602, S603 AND S604 CLSD.

|#9|----- (III,IV)
A1336/24 NOTAMR A0534/24 [twy | 10]
Q) EDGG/QMQLT/IV/M/A/000/999/5002N00834E005
A) EDDF B) 2403081250 C) 2404230700
E) NEW TAXI RESTRICTION FOR A380: **TWY** S23 BTN **TWY** S AND **TWY** R NOT PERMITTED. DISREGARD TAXI RESTRICTION FOR A346, B773, A35K AND B748 ON **TWY** S23. REF AIP AD 2 EDDF 2-9.

|#10|----- (III,IV)
A1335/24 NOTAMR A0533/24 [twy | 10]
Q) EDGG/QMQLT/IV/M/A/000/999/5002N00834E005

[twy | 0]

A) EDDF B) 2403081248 C) 2404240700
E) NEW TAXI RESTRICTION FOR A380: **TWY** S BTN **TWY** S23 AND **TWY** S25 NOT PERMITTED. DISREGARD TAXI RESTRICTION FOR A346, B773, A35K AND B748 ON WESTERN SECTION OF **TWY** S23. REF AIP AD 2 EDDF 2-9

|#11|----- (III,IV)
A1269/24 NOTAMN [oca och | 12]
Q) EDGG/QPOCH/I/NBO/A/000/999/5002N00834E005
A) EDDF B) 2403061443 C) 2406062359EST
E) OCA(H) VALUES RAISED AS FOLLOWS:
LNAV Y **RWY** 25L: ACFT CATEGORIES A-C 810 (440) FT, D UNCHANGED.
LNAV Z **RWY** 25L: ACFT CATEGORIES A-C 810 (440) FT, D UNCHANGED.
DUE TO **CRANE** AT 500146N 0083444E. ELEV 555FT, MARKED AND LIGHTED.

|#12|----- (III,IV)
A1169/24 NOTAMR A4980/23 [ils llz | 18]
Q) EDGG/QILXX/I/BO/A/000/999/5003N00832E005
A) EDDF B) 2403010310 C) PERM
E) **ILS RWY** 25R(Z), **DME** IFNW:
LOC COVERAGE UP TO 17NM IN SECTOR 26DEG(L) - 25DEG(R) IN RELATION TO RCL, UP TO 25NM IN SECTOR 04DEG(L) - 04DEG(R) IN RELATION TO RCL. MNM INTERCEPTION ALT IN THESE AREAS 3000FT MSL, AT DIST OF LESS THAN 16.1NM FROM ANTENNA IT IS 2880FT MSL.

|#13|----- (III,IV)
A0803/24 NOTAMR A6099/23 [ils cat III | 36]
Q) EDGG/QIUCG/I/NBO/A/000/999/5002N00829E005
A) EDDF B) 2402120722 C) 2405122359EST
E) **ILS RWY** 25R (Y) UNDER CAT I CONDITION NO AUTOLAND POSS DUE TO RADIATING OPPOSITE ILS.

|#14|----- (III,IV)
A0802/24 NOTAMR A6098/23 [ils cat III | 36]
Q) EDGG/QIUCG/I/NBO/A/000/999/5002N00829E005
A) EDDF B) 2402120719 C) 2405122359EST
E) **ILS RWY** 25R (Z) UNDER CAT I CONDITION NO AUTOLAND POSS DUE TO RADIATING OPPOSITE ILS.

|#15|----- (III,IV)
A0711/24 NOTAMR A6078/23 [ils dme | 41]
Q) EDGG/QIDXX/I/NBO/A/000/999/5002N00829E005
A) EDDF B) 2402061041 C) 2405062359EST
E) THE FOLLOWING CHANGES OCCUR DUE TO REDUNDANCY WITH IFNW/IFWR DME:
ILS/DME Z 25R: ADD 13.6DME FRD TO 14.6DME IFNW.
ILS/DME Z 25R: ADD 3.3DME FRD TO 4.1DME IFNW.
ILS/DME Y 25R: ADD 12.7DME FRD TO 13.7DME IFWR.
ILS/DME Y 25R: ADD 3.3DME FRD TO 4.1DME IFWR.
REF AIP PAGE AD 2 EDDF 4-2-6 DATED 10 AUG 2023, 4-2-8 DATED 07 SEP 2023.

|#16|----- (III,IV)
A0658/24 NOTAMN [rwy | 43]
Q) EDGG/QMRHW/IV/BO/A/000/999/5002N00834E005
A) EDDF B) 2402050500 C) 2403301700
D) DAILY 0500-1700
E) **WIP RWY** 18 IN MNM DIST OF 75M WEST FROM RCL.

|#17|----- (III,IV)
A0591/24 NOTAMR A0532/24 [twy | 47]
Q) EDGG/QMXXX/IV/NBO/A/000/999/5002N00834E005
A) EDDF B) 2401311153 C) 2404230700
E) NEW TAXI INSTRUCTION FOR STANDARD TAXI RTE TRANSITION 1 DUE TO CONSTRUCTION MEASURE ON **TWY** R: **TWY** U, **TWY** S, **TWY** S11, **TWY** R, **TWY** S23, **TWY** S.

|#18|----- (III,IV)
A0572/24 NOTAMN [twy | 48]
Q) EDGG/QMXLC/IV/BO/A/000/999/5002N00834E005
A) EDDF B) 2401310642 C) 2404241000
E) **TWY** R **CLSD** BTN S23 AND S25.
TWY R13 CLSD.

|#19|----- (III,IV)
A0395/24 NOTAMN [a/g fac | 54]
Q) EDGG/QCACF/IV/BO/A/000/999/5002N00834E005
A) EDDF B) 2401250000 C) PERM
E) FRANKFURT DELIVERY FREQ CHANGED TO 122.035MHZ.
REF AIP AD 2 ALL SID CHARTS.

|#20|----- (III,IV)
A0250/24 NOTAMR A5454/23 [ils cat III | 62]
Q) EDGG/QIUCG/I/NBO/A/000/999/5002N00834E005
A) EDDF B) 2401161019 C) 2404162359EST
E) **ILS** (Z) **RWY** 07L DOWNGRADED TO CAT III (ICAO CLASSIFICATION III/E/3) MINIMUM DH 50FT AND RVR 200M.

|#21|----- (III,IV)
A0236/24 NOTAMR A5825/23 [twy | 63]
Q) EDGG/QMXLT/IV/M/A/000/999/5002N00834E005
A) EDDF B) 2401151250 C) 2404080600
E) NORTHERN TURN FROM **RWY** 18 ON **TWY** L NOT PERMITTED FOR ACFT: A346, A35K, B773 AND A380 AND B773.

|#22|----- (III,IV)
A0235/24 NOTAMR A5458/23 [twy | 63]
Q) EDGG/QMXLT/IV/M/A/000/999/5002N00834E005
A) EDDF B) 2401151250 C) 2404080600
E) **TWY** RESTRICTION FOR A345, A359 AND B78X ACFT: LEFT TURN FROM **RWY** 07R ON **TWY** M19 NOT PERMITTED.

|#23|----- (III,IV)
A0234/24 NOTAMR A5457/23 [mov area | 63]
Q) EDGG/QMALT/IV/NBO/A/000/999/5002N00834E005
A) EDDF B) 2401151249 C) 2404080600
E) USE OF **RWY** HOLDING PSN T6 FOR AIRCRAFT WITH WINGSPAN BTN 36M AND 65M (UP TO BUT NOT INCLUDING) NOT PERMITTED.

|#24|----- (III,IV)
A0233/24 NOTAMR A5456/23 [twy | 63]
Q) EDGG/QMXLC/IV/BO/A/000/999/5002N00834E005
A) EDDF B) 2401151242 C) 2404080600
E) **TWY** W **CLSD** S OF **TWY** DP2. **TWY** W9 CLSD.

|#25|----- (III,IV)
A0231/24 NOTAMR A5823/23 [twy | 63]
Q) EDGG/QMXLC/IV/BO/A/000/999/5002N00834E005
A) EDDF B) 2401151239 C) 2404080600
E) **TWY** R **CLSD** BTN **TWY** Y AND **RWY** 18. **TWY** Y **CLSD** BTN **TWY** R AND **TWY** S. **TWY** R **CLSD** BTN **TWY** S29 AND S33. **TWY** W7 CLSD.

|#26|----- (III,IV)
A0222/24 NOTAMR A5252/23 [ils gp | 63]
Q) EDGG/QIGXX/I/NBO/A/000/999/5002N00829E005
A) EDDF B) 2401150833 C) 2404152359EST
E) **ILS** GP **RWY** 25R Y LTD COVERAGE CHG:
USABLE UP TO 15NM BTN 004DEG(L)/003DEG(R) OF RCL. MIN INTERCEPTION ALT 2800FT.

|#27|----- (III,IV)
A0128/24 NOTAMN [twy | 70]

Q) EDGG/QMXLC/IV/BO/A/000/999/5002N00834E005
A) EDDF B) 2401090730 C) PERM
E) **TWY** S23 WEST CLSD.

|#28|----- (III,IV)
A0127/24 NOTAMN [acft stand | 70]
Q) EDGG/QMPLC/IV/BO/A/000/999/5002N00834E005
A) EDDF B) 2401090729 C) PERM
E) ACFT STANDS S402, S404, S406, S408, S410, S412, S414, S416, S418 AND S420 CLSD.

|#29|----- (III,IV)
A6933/23 NOTAMR A6929/23 [oca och | 90]
Q) EDGG/QPOCH/I/NBO/A/000/999/5002N00834E005
A) EDDF B) 2312191418 C) 2403192359EST
E) OCA(H) RAISED:
LNAV Z **RWY** 07C ACFT CAT A-D 820 (490)FT.
LNAV Y **RWY** 07C ACFT CAT A-D 820 (490)FT.
LNAV X **RWY** 07C ACFT CAT A-D 820 (490)FT.
LNAV/VNAV Z **RWY** 07C ACFT CAT D 729 (401)FT.
LNAV Z **RWY** 07R ACFT CAT A-D 780 (450)FT.
LNAV Y **RWY** 07R ACFT CAT A-D 780 (450)FT.
DUE TO **CRANE** PSN 500235N 0083245E OR 1160M BEYOND THR **RWY** 07C, 810M N OF RCL OR 1390M BEYOND THR **RWY** 07R, 1325M N OF RCL.
JIB: 77M, ELEV 568FT/227FT AGL, DAY AND NIGHT MARKED.

|#30|----- (III,IV)
A6838/23 NOTAMR A6164/23 [acft stand | 96]
Q) EDGG/QMPLC/IV/BO/A/000/999/5002N00834E005
A) EDDF B) 2312131347 C) PERM
E) ACFT STANDS S401 AND S403 CLSD.

|#31|----- (III,IV)
A6354/23 NOTAMN [twy | 115]
Q) EDGG/QMXXX/IV/BO/A/000/999/5002N00834E005
A) EDDF B) 2311241025 C) PERM
E) NEW CLEARANCE BAR LGT **TWY** S EAST OF **TWY** S33 AVBL.

|#32|----- (III,IV)
A5189/23 NOTAMN [sid | 160]
Q) EDGG/QPDCH/I/NBO/A/000/999/5002N00834E005
A) EDDF B) 2310100938 C) PERM
E) ANEKI 5E, SOBRA 7E.
AMEND ROUTE DESCRIPTION AS FOLLOWS:
07C: CLIMB ON **RUNWAY** TRACK TO DF144 (FLY-OVER), AT OR ABOVE 820FT.
RT DIRECT DF154 AT OR ABOVE 3500FT, MAXIMUM SPEED 220KTS.
07R: CLIMB ON **RUNWAY** TRACK TO DF145 (FLY-OVER), AT OR ABOVE 820FT.
RT DIRECT DF154 AT OR ABOVE 3500FT, MAXIMUM SPEED 220KTS.
DISREGARD PATH TERMINATOR FA WITH WAYPOINT IDENTIFIER RW07C AND RW07R. AT DF144 AND DF145 AMEND PATH TERMINATOR TO READ CF ADD TT 069.7 MT 066 AND A820+. VAR 3.39DEG EAST.
AT SEGMENT DF DF154 ADD TURN DIRECTION R.
CHANGE IS PERMANENT.
REF AIP PAGES AD 2 EDDF 5-7-73, 5-7-77 AND 5-7-79 ALL EFF 10 AUG 2023, 5-7-76 EFF 13 JUL 2023

|#33|----- (III,IV)
A5188/23 NOTAMN [sid | 160]
Q) EDGG/QPDCH/I/NBO/A/000/999/5002N00834E005
A) EDDF B) 2310100935 C) PERM
E) ANEKI 2F, CINDY 3F, SOBRA 8F, SULUS 3F, MARUN 1N, OBOKA 5N, SOBRA 8N, TOBAK 3N, SOBRA 7P.
AMEND ROUTE DESCRIPTION AS FOLLOWS:
25C: CLIMB ON **RUNWAY** TRACK TO DF134 (FLY-OVER), AT OR ABOVE 800FT.

25L: CLIMB ON **RUNWAY** TRACK TO DF135 (FLY-OVER), AT OR ABOVE 800FT.
AMEND TABULAR DESCRIPTION AS FOLLOWS:
DISREGARD PATH TERMINATOR FA WITH WAYPOINT IDENTIFIER RW25C AND
RW25L. AT DF134 AND DF135 AMEND PATH TERMINATOR TO READ CF ADD
TT 249.6 MT 246 AND A800+. VAR 3.39DEG EAST.
CHANGE IS PERMANENT.
REF AIP PAGES AD 2 EDDF 5-7-39 AND 5-7-48 BOTH EFF 10 AUG 2023,
5-7-40, 5-7-43, 5-7-44, 5-7-45, AND 5-7-52 ALL EFF 13 JUL 2023
AND 5-7-41, 5-7-42, 5-7-46, 5-7-47, 5-7-49, 5-7-50, 5-7-51 AND
5-7-53 ALL DATED 13 JUL 2023.

|#34|----- (III)
A3170/22 NOTAMN [vor | 637]
Q) EDGG/QNVXXX/IV/BO/AE/000/999/5003N00838E025
A) EDDF B) 2206201202 C) PERM
E) FRANKFURT DVORTAC FFM 114.20/CH89X DVOR-PART NOT USABLE IN SECTOR
170DEG TO 180DEG CLOCKWISE:
0 NM - 10 NM BELOW 2800FT AMSL,
10 NM - 20 NM BELOW 5300FT AMSL,
20 NM - 30 NM BELOW 7900FT AMSL,
30 NM - 40 NM BELOW 10700FT AMSL,
40 NM - 50 NM BELOW 13700FT AMSL,
50 NM - 60 NM BELOW 16700FT AMSL,
60 NM - 70 NM BELOW 19900FT AMSL,
70 NM - 80 NM BELOW 23200FT AMSL,
80 NM - 90 NM BELOW 26700FT AMSL,
90 NM - 100 NM BELOW 30300FT AMSL.

Flight group apt EDDK - CGN - COLOGNE/BONN RWY 06 14L 14R 24 32L 32R (III)

|#1|----- (III)
A1175/24 NOTAMN [twy | NEW TODAY]
Q) EDGG/QMXLC/IV/BO/A/000/999/5052N00709E005
A) EDDK B) 2403190700 C) 2403191100
E) **TWY** A5 **CLSD** BTN **RWY** 14L/32R AND **TWY** E.

|#2|----- (III)
A1157/24 NOTAMN [rwy | 1]
Q) EDGG/QMRHW/IV/BO/A/000/999/5052N00709E005
A) EDDK B) 2403180700 C) 2403271300
D) MAR 18-22 DAILY 0700-1100, MAR 25 0700-1100, MAR 26 0900-1600,
MAR 27 0900-1300
E) **WIP** WITHIN OCS OF **RWY** 14L/32R. PEOPLE AND VEHICLES WITHIN ZONE B
(MNM 75M FROM RCL).

|#3|----- (III)
A1325/24 NOTAMN [sid | 10]
Q) EDGG/QPDCH/I/NBO/A/000/999/5052N00709E005
A) EDDK B) 2403080947 C) 2404172359
E) WYP IN EFF 18 APR 2024 AMEND 1.8 **DME** KBO TO READ 1.6 **DME** KBO.
REF AIP AD2 EDDK 5-7-31 EFF 18 APR 2024.

|#4|----- (III)
A1253/24 NOTAMR A6788/23 [sid | 12]
Q) EDGG/QPDCH/I/NBO/A/000/999/5052N00709E005
A) EDDK B) 2403060908 C) 2404172359
E) CHANGES TO SID DUE TO LIMITED NAVAID COVERAGE OF NVO VOR:

RWY 14L/R:
NVO 2C AND NVO 2P: CROSS 12.5 **DME** KBO/R109 NVO AT OR ABOVE 4000.
RWY 24:
NVO 1D TO READ: ON **RWY** TRACK TO 2.6 **DME** KBO, RT ON HEADING 265DEG
TO INTERCEPT AND FOLLOW R085 NVO TO NVO.
RWY 32L/R:
NVO 2B AND NVO 2M: ADD PDG 6.6PCT (400FT/NM) TIL PSG 1200.
REF AIP AD 2 EDDK 5-7-2/-14 EFF 25 FEB 2021,

5-7-7/-8/-13 EFF 11 OCT 2018, 5-7-5/-9/-11/-15/-17 EFF 24 MAR 2022.

|#5|----- (III)
A1252/24 NOTAMR A6787/23 [instr apch proc | 12]
Q) EDGG/QPICH/I/NBO/A/000/999/5052N00709E005
A) EDDK B) 2403060908 C) 2404172359
E) **RWY** 32R ILS/LOC/NDB APCH FM IAF NVO TEMPO **SUSPENDED** DUE TO LTD
NAVAID COVERAGE OF NVO VOR. EXP VECTORING TO FINAL. RNP APCH
UNAFFECTED.
REF AIP AD 2 EDDK 4-2-3 DATED 01 DEC 2022, 4-4-2 DATED 03 NOV 2022.

|#6|----- (III)
A0988/24 NOTAMN [vor/dme | 18]
Q) EDGG/QNMXX/IV/BO/AE/000/999/5052N00709E025
A) EDDK B) 2402291200 C) 2405291200
E) KOELN-BONN VOR/DME KBO 112.15MHZ/CH58Y:
VOR MAY ONLY BE USED FOR THE RADIALS IN THE PUBLISHED ENR, APCH AND
DEP PROC AND IS NOT PERMITTED FOR AREA NAVIGATION.
DME UNUSABLE IN SECTOR 0DEG TO 360DEG:
0NM-10NM BLW 1400FT AMSL,
10NM-20NM BLW 2700FT AMSL,
20NM-25NM BLW 3300FT AMSL,
NOT USABLE 25NM FROM STATION.
DME CAN BE USED FOR PUBLISHED PROC.

|#7|----- (III)
A0987/24 NOTAMN [dme | 18]
Q) EDGG/QNDAS/IV/BO/AE/000/999/5052N00709E025
A) EDDK B) 2402291200 C) 2405291200
E) KOELN-BONN INTERIM **DME** KID 111.65MHZ/CH53Y **OUT OF SERVICE**.

|#8|----- (III)
A1102/24 NOTAMR A6645/23 [star | 19]
Q) EDGG/QPACH/I/NBO/A/000/999/5052N00709E005
A) EDDK B) 2402280848 C) 2405282359EST
E) FLW CHANGES TO STAR ERNEP 1V OCCUR DUE TO LIMITED NAVAID COVERAGE
OF WYP VOR: ADD RMK BRNAV EQPT NECESSARY.
REF AIP AD 2 EDDK 3-1-1 EFF 02 MAR 2017, 3-1-2 EFF 24 MAR 2022.

|#9|----- (III)
A1099/24 NOTAMR A6463/23 [instr apch proc | 20]
Q) EDGG/QPIAU/I/NBO/A/000/999/5052N00709E005
A) EDDK B) 2402280714 C) 2405282359
E) **LNAV RWY** 24, LNAV/VNAV **RWY** 24 AND SRA APCH **RWY** 24
SUSPENDED DUE TO PENETRATION OF VISUAL SEGMENT SURFACE BY
TREES BETWEEN 1187M AND 1327M BEFORE THR AND BETWEEN 265M NW
AND 326M SE OF EXTENDED RCL. MAX ELEV 417FT MSL.

|#10|----- (III)
A0942/24 NOTAMN [apron | 28]
Q) EDGG/QMNXX/IV/NBO/A/000/999/5052N00709E005
A) EDDK B) 2402191538 C) 2405152159
E) NEW APRON A LAYOUT ACTIVE. NOSE-IN ONLY. TAXI IN WITH MARSHALLER.
NEW INS REFERENCE POINTS ON APRON A:
A22 505233.02N 0070711.31E
A07 505233.23N 0070709.46E
A23 505233.79N 0070709.29E
A24 505233.90N 0070709.70E
A26 505234.02N 0070708.10E
A28 505234.28N 0070706.39E
A30 505238.21N 0070705.13E
A32 505238.38N 0070707.35E
A34 505238.39N 0070709.57E

|#11|----- (III)
A0941/24 NOTAMN [apron | 28]
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Q) EDGG/QMNX/IV/NBO/A/000/999/5052N00709E005

A) EDDK B) 2402191533 C) 2405152159

E) NEW APRON F LAYOUT ACTIVE. NOSE-IN ONLY. TAXI IN WITH MARSHALLER.

NEW INS REFERENCE POINTS ON APRON F:

PSN DESIGNATOR INS REFERENCE POINTS

F17 N50 52 13.77 E007 08 5.87

F19 N50 52 12.01 E007 08 8.44.

|#12|----- (III)
A0773/24 NOTAMN [ad | 36]

Q) EDGG/QFAHW/IV/BO/A/000/999/5052N00709E005

A) EDDK B) 2402120700 C) 2404112359

E) **WIP** DUE TO CHANGE OF **RWY** DESIGNATORS. EXPECT TEMPO CHANGED,
MISLEADING OR REMOVED **RWY** DESIGNATOR SIGNS AND MARKINGS AT ALL **TWY**
LEADING TO **RWY**. AFFECTED AREAS WILL BE PUBLISHED ON SHORT NOTICE BY
SEPERATE NOTAM.

EXPECT **WIP** ON **RWY** 14L/32R (02 APR - 03 APR) AND ON **RWY** 14R/32L
(10 APR - 11 APR) DUE TO CHANGE OF **RWY** DESIGNATORS.

|#13|----- (III)
A0647/24 NOTAMR A6529/23 [oca och | 45]

Q) EDGG/QPOCH/I/NBO/A/000/999/5052N00709E005

A) EDDK B) 2402021144 C) 2404172359

E) OCA(H) VALUES RAISED AS FOLLOWS:

LNAV/VNAV **RWY** 06: ACFT CAT C 591(360)FT. CAT A-B AND CAT D NO
CHANGE. INFORMATION IS PLANNED TO BE PUBLISHED IN AIP 18 APR 2024.
REFER AIP AD 2 EDDK 4-6-1.

|#14|----- (III)
A0463/24 NOTAMN [fuel avbl | 52]

Q) EDGG/QFUAU/IV/NBO/A/000/999/5052N00709E005

A) EDDK B) 2401260827 C) 2404262359

E) FUEL AVGAS 100 LL **NOT AVBL**.

|#15|----- (III)
A7013/23 NOTAMR A4797/23 [oca och | 87]

Q) EDGG/QPOCH/I/NBO/A/000/999/5052N00709E005

A) EDDK B) 2312230000 C) 2403222359EST

E) OCA(H) VALUES RAISED:

SRA **RWY** 14L: ACFT CAT A-D 920(690)FT
DUE TO HIGH **CRANE**S AT 505738N 0065855E.
ELEV 671FT, DAY AND NIGHT MARKED.

|#16|----- (III)
A6323/23 NOTAMN [acft stand | 116]

Q) EDGG/QMPXX/IV/BO/A/000/999/5052N00709E005

A) EDDK B) 2311230753 C) PERM

E) CHANGED COORDINATES ACFT **STAND** W18 N 50 52 04.69 E 007 07 52.00,
CHANGED COORDINATES ACFT **STAND** W20 N 50 52 03.30 E 007 07 54.01,
CHANGED COORDINATES ACFT **STAND** W22 N 50 52 01.91 E 007 07 56.03,
CHANGED COORDINATES ACFT **STAND** W24 N 50 52 00.51 E 007 07 58.05,
CHANGED COORDINATES ACFT **STAND** W26 N 50 51 59.12 E 007 08 00.07.

|#17|----- (III)
A5747/23 NOTAMN [ils | 140]

Q) EDGG/QICXX/I/NBO/A/000/999/5052N00707E005

A) EDDK B) 2310301137 C) PERM

E) **ILS RWY** 24 IKOW:

COVERAGE UP TO 17NM IN SECTOR 10DEG(L) - 10DEG(R) IN RELATION TO
RCL. MNM INTERCEPTION ALT IN THIS AREA 2700FT MSL.
UP TO 13NM IN SECTOR 23DEG(L) - 35DEG(R) IN RELATION TO RCL.
MNM INTERCEPTION ALT IN THIS AREA 2700FT MSL.
AT DIST OF LESS THAN 9.9NM FROM ANTENNA IT IS 2120FT MSL.

|#18|----- (III)
A4105/22 NOTAMN [vor/dme | 589]

Q) EDGG/QNMXX/IV/BO/AE/000/999/5110N00754E025

A) EDDK B) 2208070832 C) PERM

E) GERMINGHAUSEN DVOR/DME GMH 115.40/CH101X,
VOR RADIAL 265 USABLE FROM 50NM/4000FT AMSL,
VOR RADIAL 265 USABLE FM 41NM/3000FT AMSL,
DME RADIAL 265 USABLE FM 44NM/2400FT AMSL.

|#19|----- (III)
P1264/24 NOTAMR P2056/21 [ad | 31]

Q) EDGG/QFALT/IV/NBO/A/000/999/5051N00708E005

A) EDDK B) 2402160829 C) 2405162359EST

E) AD EDDK MIL PART:

PREFLIGHT BRIEFING UNIT FOR INTERNATIONAL FLIGHT LIMTED DUE TO SERVER
PROBLEMS ECIT EAD

|#20|----- (III)
P1262/24 NOTAMR P9482/23 [ad | 31]

Q) EDGG/QFALT/IV/NBO/A/000/999/5051N00708E005

A) EDDK B) 2402160815 C) 2405162359

E) AD EDDK MIL PART: LIMITED **ALTN** FUNCTION ONLY QRA AND TAKLWG 31
AND NAEW/CF E3A COMPONENT

|#21|----- (III)
P0036/22 NOTAMR P7897/21 [ad | 804]

Q) EDGG/QFALT/IV/NBO/A/000/999/5051N00708E005

A) EDDK B) 2201041625 C) PERM

E) AD EDDK MIL PART:

IN ADDITION MIL AIP GERMANY AD2 EDDK 2.3.12 FOR **ALTERNATE** FUNCTION
PPR APPROVAL BY SAM WING MOD IS REQUIRED.

MAIL: FLBSCHFTBMVGPPR(AT)BUNDESWEHR.ORG

Flight group apt **EDDL - DUS - DUSSELDORF RWY 05L 05R 23L 23R** (III)

|#1|----- (III)
A1449/24 NOTAMN [rwy | NEW TODAY]

Q) EDGG/QMRLC/IV/NBO/A/000/999/5117N00645E005

A) EDDL B) 2403192100 C) 2403211200

E) **RWY** 05L/23R CLSD.

|#2|----- (III)
A1227/24 NOTAMN [acft de-ice | 13]

Q) EDGG/QFIAU/IV/NBO/A/000/999/5117N00645E005

A) EDDL B) 2403051100 C) 2403312259

E) DEICING PAD 1 WEST AR **NOT AVBL**.

|#3|----- (III)
A1171/24 NOTAMN [ad | 15]

Q) EDGG/QFAHW/IV/BO/A/000/999/5117N00645E005

A) EDDL B) 2403040600 C) 2405312159

E) **TWY** P4 BTN **TWY** M AND **TWY** R AND ACFT STANDS B05 UNTIL B08
CONSTRUCTION PHASE 1 ACTIVE. REF AIP SUP IFR 04/24 22 FEB 2024.

|#4|----- (III)
A1116/24 NOTAMR A1051/24 [mov area | 19]

Q) EDGG/QMAXX/IV/NBO/A/000/999/5117N00645E005

A) EDDL B) 2402281614 C) 2405222159EST

E) STEELPLATES ON FLW PARTS OF MOVEMENT AREA:

TWY L7 BTN ACFT **STAND** V85 AND **TWY** Y.
TWY L7 INTO **TWY** Y.
TWY T BTN ACFT **STAND** V51 AND V29.
TAXI WITH CAUTION.

|#5|----- (III)
A1048/24 NOTAMR A0552/24 [rwy | 24]
Q) EDGG/QMRXX/IV/NBO/A/000/999/5117N00645E005
A) EDDL B) 2402231348 C) 2403292159EST
E) **RWY** 05L/23R AVAILABILITY PUBLISHED VIA ATIS, DUE TO BACK-UP
FUNCTION FOR **RWY** 05R/23L.

|#6|----- (III)
A1046/24 NOTAMR A0033/24 [twy | 24]
Q) EDGG/QMXHW/IV/M/A/000/999/5117N00645E005
A) EDDL B) 2402231347 C) 2403292159EST
E) **TWY** K5 CONSTRUCTION PHASE 4 ACTIVE.
REF AIP SUP IFR 33/23 EFF 28 DEC 2023.

|#7|----- (III)
A1045/24 NOTAMR A6777/23 [twy cl lgt | 24]
Q) EDGG/QLXAS/IV/M/A/000/999/5117N00645E005
A) EDDL B) 2402231346 C) 2403292159EST
E) **TWY** K4 CENTER LINE LGT **U/S**.

|#8|----- (III)
A1044/24 NOTAMR A6776/23 [declared dist | 24]
Q) EDGG/QMDCH/IV/NBO/A/000/999/5117N00645E005
A) EDDL B) 2402231346 C) 2403292359EST
E) **RWY** 05L/23R LTD
RWY 05L: TORA 2100, TODA 2160, ASDA 2400, LDA 2400.
RWY 23R: TORA 2400, TODA 2460, ASDA 2400, LDA 2100.

|#9|----- (III)
A1043/24 NOTAMR A6735/23 [twy | 24]
Q) EDGG/QMXMLC/IV/BO/A/000/999/5117N00645E005
A) EDDL B) 2402231346 C) 2403292159EST
E) **TWY** K5 CLSD.

|#10|----- (III)
A1040/24 NOTAMR A6411/23 [fuel avbl | 24]
Q) EDGG/QFUAU/IV/NBO/A/000/999/5117N00645E005
A) EDDL B) 2402231339 C) 2405222359EST
E) FUEL AVGAS 100LL **NOT AVBL** AT GA TERMINAL.

|#11|----- (III)
A1002/24 NOTAMR A0651/24 [instr apch proc | 25]
Q) EDGG/QPICH/I/NBO/A/000/999/5117N00645E005
A) EDDL B) 2402220852 C) 2405052359EST
E) APCH PROC CHANGED DUE TO RENEWAL OF DUS VOR/DME:
RWY 05L/R SUBSTITUTE ALL DUS **DME** READINGS WITH THE SAME DID **DME**
READINGS. DUESSELDORF INTERIM **DME** DID FREQ 117.9MHZ/CH126X.
RWY 23L/R ON FAS DID **DME** **U/S**. **VOR** APCH TEMPO **SUSPENDED**.
ILS/LOC 23R: IN CASE OF OUTAGE OF IDNW **DME** AMEND GP VERIFICATION
CHECKPOINT 5.5 **DME** IDNW TO READ 6.3 **DME** IDNE. **LOC** APCH TEMPO
SUSPENDED.
ILS/LOC 23L: IN CASE OF OUTAGE OF IDNS **DME** AMEND GP VERIFICATION
CHECKPOINT 5.4 **DME** IDSW TO READ 6.3 **DME** IDNE. **LOC** APCH TEMPO
SUSPENDED.
REF AD 2 EDDL 4-2-1/-2 EFF 25 JAN 2024, 4-3-1/-2 DATED 04 NOV 2021.

|#12|----- (III)
A0817/24 NOTAMR A6298/23 [sid | 35]
Q) EDGG/QPDCH/I/NBO/A/000/999/5117N00645E005
A) EDDL B) 2402121336 C) 2405122359EST
E) CHANGES TO SID DUE TO NAVAID COVERAGE OF NVO DVORTAC:
GPS/FMS RNAV OVERLAY REMAIN UNCHANGED.

RWY 23L/R:
SONEB 7T/3H AND MEVEL 3T/3H AMEND RT, ON R003 NVO TO READ RT,
ON TRACK 003DEG. ADD PDG 5.8 PERCENT (355FT/NM) UNTIL PASSING
2200FT. CHG REMARK: AFTER PASSING 2200 BRNAV EQPT NECESSARY.
REF AD 2 EDDL 5-7-1, 5-7-3, 5-7-7 AND 5-7-9 ALL EFF 25 MAR 2021.

|#13|----- (III)
A0761/24 NOTAMR A6638/23 [missed apch proc | 39]
Q) EDGG/QPUCH/I/BO/A/000/999/5117N00645E005
A) EDDL B) 2402081233 C) 2405082359EST
E) CHANGES TO MISSED APCH PROC DUE TO BAD SIGNAL STRENGTH OF BOT NDB:
ILS/LOC **RWY** 23L/R:
AMEND MISSED APCH PROC TO READ:
CLIMB STRAIGHT AHEAD TO 2.8 **DME** IDNE / 2.6 **DME** DID, RT OUTBOUND ON
R042 MHV TO BOT CLIMBING 4000. EXP PICK UP BY ATC.
DUESSELDORF INTERIM **DME** DID FREQ 117.9MHZ/CH126X.
MISSED APCH RNAV (GPS) REMAINS UNCHANGED.
REF AD 2 EDDL 4-2-1, 4-2-2 BOTH EFF 25 JAN 2024, 4-3-1 AND 4-3-2
BOTH DATED 04 NOV 2021.

|#14|----- (III)
A0760/24 NOTAMR A1671/23 [missed apch proc | 39]
Q) EDGG/QPUCH/I/BO/A/000/999/5117N00645E005
A) EDDL B) 2402081142 C) 2405072359EST
E) FLW CHG TO MISSED APCH PROC, DUE TO BAD SIGNAL STRENGTH OF LMA
NDB:
ILS/LOC/NDB **RWY** 05R:
CLIMB STRAIGHT AHEAD TO 2.8DME IDNE (3.0DME DID).
LT INTERCEPT TRACK 267DEG INBOUND LMA CLIMBING 4000.
DUESSELDORF INTERIM **DME** DID FREQ 117.9MHZ/CH126X.
RNAV(GPS) MISSED APCH REMAINS UNCHANGED.
REF AIP AD 2 EDDL 4-2-3 EFF 25 JAN 2024, 4-4-2 DATED 04 NOV 2021.

|#15|----- (III)
A0712/24 NOTAMN [dme | 41]
Q) EDGG/QNDXX/IV/BO/AE/000/999/5117N00645E025
A) EDDL B) 2402061200 C) 2405062359EST
E) DUESSELDORF **DME** DID, 117.9MHZ CH126X
DME NOT USABLE
IN SECTOR 338DEG TO 330DEG
0 NM - 10 NM BELOW 1200 FT MSL,
10 NM - 20 NM BELOW 2500 FT MSL,
30 NM - 40 NM BELOW 5400 FT MSL,
BEYOND 40NM.
IN SECTOR 330DEG TO 338DEG
0 NM TO 10 NM BELOW 2100 FT MSL,
10 NM TO 20 NM BELOW 4300 FT MSL,
BEYOND 20 NM.
ON APCH RADIAL 23L BTN 1.5 NM - 1.9 NM AND 4.5 NM - 8 NM,
ON APCH RADIAL 23R BTN 1.3 NM - 1.7 NM.
EXCEPT ON FINAL APCH 23L AND 23R, **DME** CAN BE USED FOR PUBLISHED APCH
AND DEP PROC.

|#16|----- (III)
A0655/24 NOTAMN [vor/dme | 42]
Q) EDGG/QNMAS/IV/BO/AE/000/999/5117N00645E025
A) EDDL B) 2402050800 C) 2405052359EST
E) DUESSELDORF VOR/DME DUS 115.15MHZ/CH98Y **OUT OF SERVICE**.

|#17|----- (III)
A0650/24 NOTAMN [sid | 42]
Q) EDGG/QPDCH/I/NBO/A/000/999/5117N00645E005
A) EDDL B) 2402050800 C) 2405052359EST
E) CHANGES TO SID OCCUR DUE TO RENEWAL OF DUS VOR/DME:
SUBSTITUTE ALL DUS **DME** READINGS WITH THE SAME DID **DME** READINGS.

DUESSELDORF INTERIM **DME** DID FREQ 117.9MHZ/CH126X.
GPS/FMS RNAV OVERLAY REMAIN UNCHANGED.

RWY 05R:

ALL SID: AMEND ON R053 DUS TO READ ON **RWY** TRACK.
SONEB 5Z, MEVEL 9Z, MODRU 6Z AND NETEX 3Z ADD REMARK: WHEN PASSING
2300 BRNAV EQUIPMENT NECESSARY.
REF AD 2 EDDL 5-7-11, 5-7-12 AND 5-7-13 ALL EFF 25 MAR 2021.

RWY 05L:

ALL SID: AMEND ON R053 DUS TO READ ON TRACK 056DEG.
SONEB 5J, MEVEL 8J, MODRU 6J AND NETEX 3J ADD REMARK: WHEN PASSING
2300 BRNAV EQUIPMENT NECESSARY.
REF AD 2 EDDL 5-7-15, 5-7-16 AND 5-7-17 ALL EFF 25 MAR 2021.

|#18|----- (III)
A4939/23 NOTAMR A3743/23 [twy | 171]
Q) EDGG/QMXLT/IV/M/A/000/999/5117N00645E005
A) EDDL B) 2309291143 C) PERM
E) INTERSECTION **TWY** L3/**TWY** M
FROM **TWY** M TO **TWY** T AND VICE VERSA LIMITED TO MAX ACFT CODE LETTER C.

|#19|----- (III)
A6222/22 NOTAMN [instr apch proc | 470]
Q) EDGG/QPICH/I/NBO/A/000/999/5117N00645E005
A) EDDL B) 2212050703 C) 2212051400EST
E) CHANGES TO APCH DUE TO OUTAGE OF DY NDB:
NDB APCH **RWY** 05R TEMPO **SUSPENDED**.
REF AIP AD 2 EDDL 4-4-2 DATED 04 NOV 2021.

|#20|----- (III)
A4106/22 NOTAMN [vor/dme | 589]
Q) EDGG/QNMXX/IV/BO/A/000/999/5117N00645E005
A) EDDL B) 2208070833 C) PERM
E) GERMINGHAUSEN DVOR/DME GMH 115.40/CH101X,
VOR RADIAL 265 USABLE FROM 50NM/4000FT AMSL,
VOR RADIAL 265 USABLE FM 41NM/3000FT AMSL,
DME RADIAL 265 USABLE FM 44NM/2400FT AMSL.

Flight group apt EDFH - HHN - FRANKFURT-HAHN RWY 03 21 (III)

|#1|----- (III)
A0068/24 NOTAMR A5319/23 [ndb | 74]
Q) EDGG/QNBAS/IV/BO/AE/000/999/4958N00717E025
A) EDFH B) 2401050734 C) 2404042359EST
E) HAHN NDB HAN 376KHZ **U/S**.

|#2|----- (III)
C0753/24 NOTAMR C4527/23 [acft stand | 18]
Q) EDGG/QMPLC/IV/BO/A/000/999/4957N00716E005
A) EDFH B) 2403010438 C) 2405311500EST
E) ACFT **STAND** B1 CLSD.

|#3|----- (III)
C0746/24 NOTAMR C4345/23 [instr apch proc | 18]
Q) EDGG/QPICH/I/NBO/A/000/999/4957N00716E005
A) EDFH B) 2402291042 C) 2405292359EST
E) FLW PERM CHANGES TO APCH PROC OCCUR, DUE TO FALSE PUBLICATION.

RNP **RWY** 03:
COURSE BETWEEN RINIR (FAF/FAP) AND RW03 (LTP/MAPT) CHANGED TO
READ (T032.3. DEG) 031 DEG.
REF AIP AD2 EDFH 4-6-1 DATED 15 AUG 2019, 4-6-2 DATED 23 MAY 2019.

RNP **RWY** 21:
COURSE BETWEEN FH507 AND HAN CHANGED TO READ (T099.8 DEG) 099DEG.
REF AIP AD2 EDFH 4-6-4 DATED 15 AUG 2019, 4-6-5 DATED 23 MAY 2019.

|#4|----- (III)
C0657/24 NOTAMR C4161/23 [sid | 27]
Q) EDGG/QPDCH/I/NBO/A/000/999/4957N00716E005
A) EDFH B) 2402201516 C) 2405202359EST
E) THE FLW CHANGES TO SID OCCUR, DUE TO MISSING ASSESSMENT
OF DME/DME COVERAGE:
ALL RNAV SID TO BE USED WITH GPS ONLY.
DME/DME, DME/DME/IRU TEMPO NOT AUTHORIZED.
REF AIP PAGE AD2 EDFH 5-7-5 AND 5-7-10 DATED 15 AUG 2019,
5-7-6, 5-7-7, 5-7-8, 5-7-9, 5-7-11, 5-7-12, 5-7-13 AND
5-7-14 ALL DATED 23 MAY 2019.

|#5|----- (III)
C0656/24 NOTAMR C4160/23 [star | 27]
Q) EDGG/QPACH/I/NBO/A/000/999/4957N00716E005
A) EDFH B) 2402201516 C) 2405202359EST
E) THE FLW CHANGES TO STAR OCCUR DUE TO MISSING ASSESSMENT OF
DME/DME:
ALL RNAV STAR TO BE USED WITH GPS ONLY.
DME/DME, DME/DME/IRU TEMPO NOT AUTHORIZED.
REF AIP PAGE AD2 EDFH 3-1-3, 3-1-6 DATED 15 AUG 2019 AND 3-1-4,
3-1-5, 3-1-7, 3-1-8 EFF 10 NOV 2016.

|#6|----- (III)
C0217/24 NOTAMR C3724/23 [sid | 62]
Q) EDGG/QPDCH/I/NBO/A/000/999/4957N00716E005
A) EDFH B) 2401161013 C) 2404162359EST
E) SID NVO3G AND NVO3S CHG:
AMEND RMK 1 IN SID NVO3G'S DESCRIPTION AND ON SID CHART TO READ BY
ATC ONLY EXP FOR ARR EDDL.
REF AIP AD 2 EDFH 5-7-5 AND 5-7-10 BOTH DATED 15 AUG 2019,
5-7-7 AND 5-7-12 BOTH DATED 23 MAY 2019.

|#7|----- (III)
C0029/24 NOTAMR C3573/23 [missed apch proc | 75]
Q) EDGG/QPUCH/I/BO/A/000/999/4957N00716E005
A) EDFH B) 2401040649 C) 2404042359EST
E) CHANGES TO MISSED APCH, DUE TO OUTAGE OF HAN NDB:

RWY 03:
CLIMB ON TRACK 031 DEG TO 5000 AND EXPECT VECTORING BY ATC.
RNP MISSED APCH PROC REMAINS UNCHANGED.
NON RNP EQUIPPED ACFT: IN CASE OF RADIO COMMUNICATION FAILURE
PROCEED TO **ALTERNATE**.
REF AIP AD2 EDFH 4-2-1 AND 4-4-1 DATED 15 AUG 2019.

RWY 21:
CLIMB ON TRACK 212 DEG TO 10.7 **DME** FHH. RT, ON TRACK 032 DEG
CLIMBING 5000 AND EXPECT VECTORING BY ATC.
CLIMB WITH 2.6 PER CENT (155 FT/NM).
PDG DUE TO AIRSPACE STRUCTURE (MVA).
RNP MISSED APCH PROC REMAINS UNCHANGED.
NON RNP EQUIPPED ACFT: IN CASE OF RADIO COMMUNICATION FAILURE
PROCEED TO **ALTERNATE**.
REF AIP AD2 EDFH 4-2-2 DATED 01 DEC 2022, 4-4-2 DATED 15 AUG 2019.

|#8|----- (III)
C0028/24 NOTAMR C3572/23 [sid | 75]
Q) EDGG/QPDCH/I/NBO/A/000/999/4957N00716E005
A) EDFH B) 2401040648 C) 2404042359EST
E) CHANGES TO SID DUE TO OUTAGE OF HAN NDB:
ALL CONVENTIONAL SID TEMPO **SUSPENDED**.

NON RNAV EQUIPPED ACFT SHALL EXPECT THE FLW CLEARANCE BY ATC ONLY:

RWY 03:
CLIMB ON TRACK 031 DEG TO 5000, WHEN PASSING 4000 EXPECT VECTORING.
CLIMB WITH 5.1 PERCENT (310FT/NM)

RWY 21:
CLIMB ON TRACK 211 DEG TO 5000, WHEN REACHING 5000 EXPECT VECTORING.

CLIMB WITH 5.1 PERCENT (310FT/NM)
REF AIP AD2 EDFH 5-7-1 AND 5-7-3 BOTH DATED 15 AUG 2019, 5-7-2
AND 5-7-4 BOTH EFF 08 NOV 2018 .

|#9|----- (III)
C0027/24 NOTAMR C3571/23 [star | 75]

Q) EDGG/QPACH/I/NBO/A/000/999/4957N00716E005
A) EDFH B) 2401040647 C) 2404042359EST
E) CHANGES TO STAR OCCUR, DUE TO OUTAGE OF HAN NDB:
ALL CONVENTIONAL STAR ADD REMARK: BRNAV EQUIPMENT WITH HOLDING
FUNCTIONALITY NECESSARY.

NON BRNAV EQUIPPED ACFT: EXPECT VECTORIZING TO FINAL. IN CASE OF RADIO
COMMUNICATION FAILURE PROCEED TO **ALTERNATE**.

REF AIP AD2 EDFH 3-1-1 DATED 15 AUG 2019 AND 3-1-2 EFF 14 SEP 2017.

|#10|----- (III)
C0026/24 NOTAMR C3570/23 [instr apch proc | 75]

Q) EDGG/QPICH/I/NBO/A/000/999/4957N00716E005
A) EDFH B) 2401040646 C) 2404042359EST
E) CHANGES TO APCH PROC OCCUR, DUE TO OUTAGE OF HAN NDB:

ALL NDB APCH PROC TEMPO **SUSPENDED**.

ALL STANDARD **ILS** OR **LOC** APCH PROC FROM IAF HAN NDB TEMPO **SUSPENDED**.
EXPECT VECTORIZING TO FINAL APPROACH.

ALL ACFT NOT ABLE TO MAINTAIN THE MINIMUM CLIMB GRADIENT FOR MISSED
APCH PROC MUST PROCEED TO **ALTERNATE**.

RNP APCH PROC REMAINS UNCHANGED.

NON RNP EQUIPPED ACFT: IN CASE OF RADIO COMMUNICATION FAILURE
PROCEED TO **ALTERNATE**.

REF AIP AD2 EDFH 4-2-1, 4-4-1 AND 4-4-2 ALL DATED 15 AUG 2019,
4-2-2 DATED 01 DEC 2022.

|#11|----- (III)
C0785/23 NOTAMR C4155/22 [sid | 375]

Q) EDGG/QPDCH/I/NBO/A/000/999/4957N00716E005
A) EDFH B) 2303090916 C) PERM
E) CHANGES TO SID DUE TO DECOMMISSIONING OF NTM VOR/TAC:
DISREGARD ALL PUBLICATIONS WITH RESPECT TO NTM VOR/TAC.
NAVAID IS OUT OF ORDER. CHANGES ARE PERM.

REF AD 2 EDFH 5-7-1, 5-7-3 BOTH DATED 15 AUG 2019.

|#12|----- (III)
C0784/23 NOTAMR C4154/22 [star | 375]

Q) EDGG/QPACH/I/NBO/A/000/999/4957N00716E005
A) EDFH B) 2303090914 C) PERM
E) CHANGES TO STAR DUE TO DECOMMISSIONING OF NTM VOR/TAC:
DISREGARD ALL PUBLICATIONS WITH RESPECT TO NTM VOR/TAC.
NAVAID IS OUT OF ORDER. CHANGES ARE PERM.

REF AD 2 EDFH 3-1-1 DATED 15 AUG 2019.

FIR LSAS Climb (I,II) Descent (II,IV)

|#1|----- (I,II,III,IV)
A0868/23 NOTAMN [ats rte | 26]

Q) LSAS/QARCH/IV/BO/E/085/500/4729N00657E011
A) LSAS B) 2402220001 C) PERM
E) REF AIP SWITZERLAND PAGE ENR 3.2-70
ATS RTE Z600 SEGMENT LUMEL-HR UPPER LIMIT RAISED
FROM FL195 TO FL500

|#2|----- (I,II,III,IV)
A0079/24 NOTAMN [ats rte | 46]

Q) LSAS/QARCH/IV/NBO/E/000/999/4701N00856E009
A) LSAS B) 2402010912 C) PERM
E) REF AIP SWITZERLAND
PAGE ENR 3.2-9
ATS RTE N851

SEGMENT SOPER-ELMUR:
LOWER LIMIT SHALL READ 13500FT
MEA SHALL READ 14000FT

|#3|----- (I,II,III,IV) [obst | 8]
F0860/24 NOTAMN

Q) EDXX/QOBTT/V/BO/E/000/017/5015N01022E179
A) EDWW EDGG LSAS B) 2403101755 C) 2403241755
E) TRIGGER NOTAM - AIP SUP VFR 11/24 WIE - UNTIL FURTHER NOTICE.
LIST OF TEMPO **OBSTACLES** WHICH ARE NOT PUBLISHED IN THE AIP.

|#4|----- (I,II,III,IV) [...r.. | NEW TODAY]
W0461/24 NOTAMN

Q) LSAS/QRRCA/V/BO/W/000/065/4632N00620E003
A) LSAS B) 2403191200 C) 2403231100
D) 19-20 1200-1800, 22 0900-1700, 23 0700-1100
E) R-AREA LS-R5 BIERE ACT DUE TO FRNG.
F) GND
G) 6500FT AMSL

|#5|----- (I,II,III,IV) [...r.. | 0]
W0490/24 NOTAMN

Q) LSAS/QRRCA/V/BO/W/000/155/4624N00702E004
A) LSAS B) 2403180900 C) 2403281500
D) 18 25 0900-2100, 19-20 26-27 0630-2100, 28 0630-1500
E) R-AREA LS-R7 HONGRIN ACT DUE TO FRNG.
F) GND
G) 15500FT AMSL

|#6|----- (I,II,III,IV) [...d.. | 4]
W0484/24 NOTAMN

Q) LSAS/QRDCA/V/BO/W/000/099/4702N00851E003
A) LSAS B) 2403141200 C) 2403202100
D) 14 1200-2100, 20 0700-1100 1200-2100
E) D-AREA LS-D12 SIHLTAL ACT
F) GND
G) 9850FT AMSL

FIR LIMM Climb (II) Descent (I)

|#1|----- (I,II) [1 | 5]
A1899/24 NOTAMR A9350/23

Q) LIMM/QLNXXX/IV/BO/E/000/999/4514N00932E025
A) LIMM B) 2403131353 C) 2405152359
E) CODOGNO LOCATOR ''''COD''' FREQ 400.50KHZ
REMOTE STATUS INDICATOR **OUT OF SERVICE**
REF AIP ENR 4.1.1-4

|#2|----- (I,II) [acc | 7]
A1813/24 NOTAMN

Q) LIXXX/QSCXX/IV/NBO/E/000/999/3959N01423E303
A) LIBB LIMM LIRR B) 2403112100 C) 2403302359
D) MON-THU 0000-0630 2100-2359, FRI 0000-0630 1900-2359, SAT SUN H24
E) ROMA SCCAM (ITALIAN AIR FORCE COORDINATION AND CONTROL SERVICE)
ATS NOT PROVIDED.
RMK: SAR, EMERG, SECURITY AIR TRAFFIC AND UNMANNED ACTIVITY NOT
AFFECTED, OPERATIONAL COORDINATION ASSURED TO ALL TFC.
REF AIP ENR 2.1.1.2-4

|#3|----- (I,II) [a/g fac | 7]
A1818/24 NOTAMR A9025/23

Q) LIXXX/QCAXX/IV/BO/E/000/195/4236N01220E121
A) LIBB LIMM LIRR B) 2403111153 C) 2406082359EST
E) ROMA ACC AREA.
ROMA FIC FREQ WI AREA DESCRIBED IN NOTE (10) COLUMN RMK:
- FREQ 125.750MHZ **NOT AVBL** SOUTH OF LINE JOINING POINTS

420301N0111745E 421500N0112149E AND 421500N0134059E
- FREQ 119.075MHZ **NOT AVBL** NORTH OF LINE JOINING POINTS
420301N0111745E 421500N0112149E AND 421500N0134059E
REF AIP ENR 2.1.1.2-3/4

|#4|-----
A1814/24 NOTAMR A1778/24
Q) LIXX/QSCXX/IV/BO/E/000/999/4404N01142E042
A) LIMM LIRR B) 2403111004 C) 2403291430
E) PADOVA SCCAM (ITALIAN AIR FORCE COORDINATION AND CONTROL SER)
FREQ 129.375MHZ **NOT AVBL** WHITHIN AREA JOINING FOLLOWING POINTS:
433401N0122129E-434900N0114311E-442317N0110744E-443400N0110200E-
443300N012000E-433401N0122129E DUE TO TECR
REF AIP ENR 2.1.1.1-15

|#5|-----
A1712/24 NOTAMR A8530/23
Q) LIMM/QNBAS/IV/BO/E/000/999/4555N01226E025
A) LI MM B) 2403061542 C) 2406022359
E) AVIANO NDB ''''AVI'''' FREQ 390.00KHZ **UNSERVICEABLE**.
REF AIP ENR 4.1.2-1

|#6|-----
A1626/24 NOTAMR A0545/24
Q) LI MM/QSCXX/IV/NBO/E/000/999/4336N00954E031
A) LI MM B) 2403040831 C) 2406020800
E) MILANO SCCAM (ITALIAN AIR FORCE COORDINATION AND CONTROL SERVICE)
FREQ 129.825MHZ **NOT AVBL** SOUTH OF 440000N AND EAST OF 0093000E
DUE TO TECR
REF AIP ENR 2.1.1.1-3

|#7|-----
A1623/24 NOTAMR A1620/24
Q) LI MM/QSCXX/IV/NBO/E/000/999/4447N00848E107
A) LI MM B) 2403032041 C) 2403312359
D) MON-THU 0000-0630 2100-2359, FRI 0000-0630 1900-2359,
SAT SUN 0000-2359
E) MILANO SCCAM (ITALIAN AIR FORCE COORDINATION AND CONTROL
SERVICE) ATS SERVICE NOT PROVIDED.
RMK: SAR, EMERG. AND SECURITY AIR TRAFFIC NOT EFFECTED.
OPERATIONAL COORDINATION ASSURED H24
REF AIP ENR 2.1.1.1-3

|#8|-----
A1561/24 NOTAMN
Q) LI MM/QRDAW/IV/BO/W/000/140/4346N01115E003
A) LI MM B) 2402281831 C) PERM
E) MARIGNOLLE (FI) - CIV DROPPING ZONE COMPLETELY WITHDRAWN
REF AIP ENR 5.5.1-12
F) SFC
G) FL140

|#9|-----
A1549/24 NOTAMN
Q) LI MM/QRDAW/IV/BO/W/000/070/4445N00848E007
A) LI MM B) 2402281510 C) PERM
E) LI D11 - NOVI LIGURE DANGER AREA COMPLETELY WITHDRAWN
REF AIP ENR 5.1.3-1
F) SFC
G) FL070

|#10|-----
A1397/24 NOTAMN
Q) LI XX/QOAXX/IV/NBO/E/000/999/4119N01321E999
A) LIBB LI MM LIRR B) 2402221544 C) 2405212359EST
E) CARTA AERONAUTICA D''''ITALIA 1:500000 ICAO EDITION 33/CIGA DATE OF

REVISION SEP 2022 IS IN FORCE UNTIL EDITION 34/CIGA WILL BE
ISSUED.
CONSULT AIP AND NOTAM FOR LATEST INFORMATION
REF AIP GEN 3.2-1 ITEM 3.2.5.1

|#11|-----
A0425/24 NOTAMN
Q) LI MM/QOAXX/IV/NBO/E/000/999/4617N01127E006
A) LI MM B) 2402220000 C) 2403202359
E) STANDARD ARRIVAL CHARTS AD 3 LI KB 4-1 AND 4-3 **SUSPENDED** DUE TO
MISPRINTING
CHARTS ARE AVAILABLE UPON REQUEST TO AIP(A)ENAV.IT
REF AIP AD 3 LI KB 4-1 AND 4-3 (AIRAC 2/24 IN COURSE OF DISTRIBUTION)

|#12|-----
A1356/24 NOTAMR A1352/24
Q) LI XX/QFMXX/IV/BO/E/000/999/4119N01321E393
A) LIBB LI MM LIRR B) 2402211422 C) PERM
E) - NEW METEOROLOGY E-MAIL ADDRESS: METSERVICES(A)ENAV.IT
REF AIP GEN 3.5.1, A
- METEOROLOGICAL DATA ARE AVAILABLE FOR ALL STATIONS AND CAN BE
PROVIDED, ON REQUEST, BY THE METEOROLOGY DEPARTMENT OF ENAV S.P.A.,
BY MEANS OF THE E-MAIL ADDRESS METSERVICES(A)ENAV.IT
REF AIP GEN 3.5-34 REMARK 1
- METAR/TAF EMISSION:
REFERRING TO PANTELLERIA AIRPORT NEW E-MAIL ADDRESS IS
CI-PANTELLERIA(A)ENAV.IT
REF AIP GEN 3.5-34 REMARK 2

|#13|-----
A1258/24 NOTAMR A1256/24
Q) LI MM/QNMXX/IV/BO/E/000/999/4538N01141E025
A) LI MM B) 2402191128 C) 2405182359EST
E) VICENZA VOR/DME ''''VIC'''' FREQ 113.40MHZ CH 81X
REMOTE STATUS INDICATOR **UNSERVICEABLE**
REF AIP ENR 4.1.1-13

|#14|-----
A1171/24 NOTAMN
Q) LI XX/QFMXX/IV/BO/E/000/999/4119N01321E393
A) LIBB LI MM LIRR B) 2402160000 C) 2405152359
E) TAD: THUNDERSTORM AREA DETECTION.
CONSULTATION SERVICE BY ITALY METEOROLOGICAL FORECAST UNIT (MFU)
PROVIDED WITHOUT METEOROLOGICAL RADAR DATA DUE TO TECR
REF AIP AIRAC SUP S23/23

|#15|-----
A1013/24 NOTAMN
Q) LI MM/QNNXX/IV/NBO/E/000/999/4534N00839E025
A) LI MM B) 2402081647 C) PERM
E) CAMERI TACAN ''''CAM'''' CH 97X MAINT CHG AS FLW:
EVERY WED: 0800-1100 (0700-1000)
REF AIP ENR 4.1.2-1

|#16|-----
A1011/24 NOTAMN
Q) LI MM/QCACS/IV/BO/E/000/195/4536N01214E029
A) LI MM B) 2402081500 C) 2405061200
E) TREVISO CTR.
FOLLOW FREQ WILL BE ACTIVATED FOR TEST USE ONLY: 111.300 MHZ.
RMK: ACTIVATION IS REGARDING LOCALIZER FREQ ASSOCIATED TO
NEW **ILS RWY26** EQUIPMENT IN COURSE OF IMPLEMENTATION
AT LIPS (ISTRANA AD)
REF AIP ENR 2.1.2.42-3

|#17|-----
A0864/24 NOTAMN
[acc | 45]

Q) LIXX/QSCXX/IV/BO/E/000/999/4514N01230E131
A) LIBB LIMM LIRR B) 2402021900 C) 2403302359EST
D) MON-THU 0000-0600 2100-2359, FRI 0000-0600 1900-2359, SAT SUN H24
E) PADOVA SCCAM (ITALIAN AIR FORCE COORDINATION AND CONTROL SERVICE)
ATS NOT PROVIDED
RMK: SAR, EMERG, SECURITY AIR TFC AND UNMANNED ACTIVITY NOT AFFECTED.
OPERATIONAL COORDINATION SERVICE ASSURED H24
REF AIP ENR 2.1.1.1-15

|#18|----- (I,II)
A0590/24 NOTAMN [acc | 49]

Q) LIXX/QSCXX/IV/NBO/E/000/999/3956N01616E243
A) LIBB LIMM LIRR B) 2401292000 C) 2403302359
D) MON-THU 0000-0630 2000-2359, FRI 0000-0630 1830-2359, SAT SUN H24
E) BRINDISI SCCAM (ITALIAN AIR FORCE COORDINATION AND CONTROL
SERVICE) ATS NOT PROVIDED
RMK: SAR, EMERG, SECURITY AIR TRAFFIC NOT AFFECTED
OPERATIONAL COORDINATION ASSURED H24
REF AIP ENR 2.1.1.3-2

|#19|----- (I,II)
A0583/24 NOTAMN [acc | 52]

Q) LIXX/QSCXX/IV/NBO/E/000/999/3959N01423E303
A) LIRR LIMM LIBB B) 2401270000 C) 2403302359
D) MON-THU 0000-0630 2100-2359, FRI 0000-0630 1830-2359, SAT SUN H24
E) ROMA SCCAM (ITALIAN AIR FORCE COORDINATION AND CONTROL SERVICE)
ATS NOT PROVIDED.
RMK: SAR, EMERG, SECURITY AIR TRAFFIC AND UNMANNED ACTIVITY NOT
AFFECTED, OPERATIONAL COORDINATION ASSURED TO ALL TFC
REF AIP ENR 2.1.1.2-4

|#20|----- (I,II)
A0567/24 NOTAMN [acc | 55]

Q) LIXX/QSCAH/IV/BO/E/000/999/4119N01321E999
A) LIBB LIRR LIMM B) 2401232000 C) 2403302359
D) MON-THU 0000-0630 2000-2359, FRI 0000-0630 1830-2359, SAT SUN H24
E) BRINDISI SCCAM (ITALIAN AIR FORCE COORDINATION AND CONTROL
SERVICE) ATS NOT PROVIDED.
RMK: SAR, EMERG, AND SECURITY AIR TFC NOT AFFECTED.
OPERATIONAL COORDINATION ASSURED
REF ENR 2.1.1.3-2

|#21|----- (I,II)
A0369/24 NOTAMR A7724/23 [acft entry rqmnts | 62]

Q) LIXX/QOEXX/IV/NBO/E/000/999/4339N01139E999
A) LIBB LIMM LIRR B) 2401161042 C) 2404142359EST
E) ENTRY, EXIT AND OVERFLIGHT OF ITALIAN AIRSPACE IS PROHIBITED FOR
ALL COMMERCIAL ACFT OPERATORS REGISTERED IN THE REPUBLIC OF BELARUS
INCLUDING AS A MARKETING CARRIER IN CODE SHARING OR BLOCKSPACE
ARRANGEMENTS, EXC FOR ACFT IN EMERGENCY, SAR AND FLT FOR HUMANITARIAN
PURPOSES, ACCORDING TO COUNCIL REGULATION OF EUROPEAN UNION 907/2021
OF 4TH OF JUNE 2021.
REF AIP GEN 1.2-1

|#22|----- (I,II)
A0368/24 NOTAMR A7725/23 [acft entry rqmnts | 62]

Q) LIXX/QOEXX/IV/NBO/E/000/999/4339N01139E999
A) LIBB LIMM LIRR B) 2401161038 C) 2404142359EST
E) UKRAINIAN CRISIS
ACCORDING TO EU REG 833/2014, AS AMENDED BY EU REG 2022/334, FOR ANY
AIRCRAFT OPERATED BY RUSSIAN AIR CARRIERS, INCLUDING AS A MARKETING
CARRIER IN CODE-SHARING OR BLOCKED-SPACE ARRANGEMENTS, OR FOR ANY
RUSSIAN REGISTERED AIRCRAFT, OR FOR ANY NON-RUSSIAN-REGISTERED
AIRCRAFT WHICH IS OWNED OR CHARTERED, OR OTHERWISE CONTROLLED BY ANY
RUSSIAN NATURAL OR LEGAL PERSON, ENTITY OR BODY, IS PROHIBITED TO
LAND IN, TAKE OFF FROM OR OVERFLY ITALIAN TERRITORY EXCEPT
HUMANITARIAN, SAR AND LEASED AIRCRAFT ONE-WAY RETURN-FLIGHTS WITH THE

PERMISSION OF THE APPROPRIATE ITALIAN AUTHORITIES AND IN CASE OF
EMERGENCY LANDING OR EMERGENCY OVERFLIGHT

|#23|----- (I,II)
A0241/24 NOTAMR A9219/23 [atz | 67]

Q) LIMM/QAZXX/IV/NBO/E/000/030/4532N00840E006
A) LIMM B) 2401110848 C) 2404051000EST
E) CAMERI ATZ.

ATS COMMUNICATION FACILITIES 'CAMERI GND' FREQ 139.100MHZ **NOT AVBL**
REF AIP ENR 2.1.3-3

|#24|----- (I,II)
A9197/23 NOTAMN [a/g fac | 82]

Q) LIXX/QCAXX/IV/BO/E/000/999/4119N01321E999
A) LIMM LIRR LIBB B) 2312280000 C) PERM
E) REFERRING TO BOX 'NW' PADOVA FIC FREQ IS 124.150MHZ DURING HOURS
0600-2200 (0500-2100)
REF AIP ENR 6.3-5

|#25|----- (I,II)
A9502/23 NOTAMN [a/g fac | 82]

Q) LIXX/QCAAS/IV/BO/E/000/999/4119N01321E999
A) LIBB LIMM LIRR B) 2312271135 C) 2403252359EST
E) PADOVA SCCAM (ITALIAN AIR FORCE COORDINATION AND CONTROL
SERVICE)
FREQ 123.175MHZ **NOT AVBL** DUE TO TECR.
REF AIP ENR 2.1.1.1-15

|#26|----- (I,II)
M1172/24 NOTAMN [acc | 7]

Q) LIXX/QSCXX/IV/BO/E/000/999/4404N01142E043
A) LIMM LIRR B) 2403111009 C) 2403291430
E) PADOVA SCCAM (ITALIAN AIR FORCE COORDINATION AND CONTROL
SERVICE) FREQ. 129.375MHZ **NOT AVBL** WHITHIN AREA JOINING
FOLLOWING POINTS:
433401N0122129E-434900N0114311E-442317N0110744E-443400N0110200E-
443300N0120000E-433401N0122129E DUE TO TECR
REF MILAIP ENR 2.1.1.1-5

|#27|----- (I,II)
M1044/24 NOTAMR M0307/24 [acc | 14]

Q) LIMM/QSCXX/IV/NBO/E/000/999/4336N00954E031
A) LIMM B) 2403040823 C) 2406020800
E) MILANO SCCAM (ITALIAN AIR FORCE COORDINATION AND
CONTROLSERVICE) FREQ 129.825MHZ **NOT AVBL**
SOUTH OF 4400N AND EAST OF 00930E DUE TO TECR
REF MILAIP ENR 2.1.1.1-5

|#28|----- (I,II)
M1015/24 NOTAMR M1014/24 [acc | 16]

Q) LIMM/QSCXX/IV/NBO/E/000/999/4444N01044E179
A) LIMM B) 2403021252 C) 2403312359
D) MON-THU 0000-0630 2100-2359, FRI 0000-0630 1900-2359, SAT SUN
0000-2359
E) MILANO SCCAM (ITALIAN AIR FORCE COORDINATION AND CONTROL
SERVICE) ATS SERVICE NOT PROVIDED.
RMK: SAR, EMERG AND SECURITY AIR TRAFFIC NOT EFFECTED.
OPERATIONAL COORDINATION ASSURED H24
REF MILAIP ENR 2.1.1.1-5

|#29|----- (I,II)
M0593/24 NOTAMR M6043/23 [No Q-code | 40]

Q) LIXX/QXXXX/IV/NBO/E/000/999/4339N01139E999
A) LIBB LIMM LIRR B) 2402071528 C) 2405062359EST
E) MILITARY ENROUTE CHARTS:
STANDARD ATS ROUTE NETWORK AND FREE ROUTE AIRSPACE EDITION 1/23

IN FORCE UNTIL EDITION 1/24 WILL BE ISSUED.
CONSULT MILAIP AND NOTAM FOR LATEST INFORMATION
REF MILAIP GEN 3.2-2

|#30|----- (I,II)
M0542/24 NOTAMN [acc | 45]

Q) LIXX/QSCXX/IV/NBO/E/000/999/4514N01230E131
A) LIBB LIMM LIRR B) 2402021900 C) 2403302359EST
D) MON-THU 0000-0600 2100-2359, FRI 0000-0600 1900-2359, SAT SUN H24
E) PADOVA SCCAM (ITALIAN AIR FORCE COORDINATION AND CONTROL SERVICE)
ATS NOT PROVIDED
RMK: SAR, EMERG, SECURITY AIR TFC AND UNMANNED ACTIVITY NOT
AFFECTED. OPERATIONAL COORDINATION ASSURED H24
REF MILAIP ENR 2.1.1.1-5

|#31|----- (I,II)
M0334/24 NOTAMN [acc | 52]

Q) LIXX/QSCLT/IV/NBO/E/000/999/4119N01321E393
A) LIRR LIBB LIMM B) 2401270000 C) 2403302359
D) MON-THU 0000-0630 2100-2359, FRI 0000-0630 1830-2359, SAT SUN H24
E) ROMA SCCAM (ITALIAN AIR FORCE COORDINATION AND CONTROL SERVICE) ATS NOT PROVIDED.
RMK: SAR, EMERG, SECURITY AIR TRAFFIC AND UNMANNED ACTIVITY NOT
AFFECTED, OPERATIONAL COORDINATION ASSURED TO ALL TFC.
REF MILAIP ENR 2.1.1.2-3.

|#32|----- (I,II)
M0383/24 NOTAMN [acc | 53]

Q) LIXX/QSCXX/IV/NBO/E/000/999/4514N01230E131
A) LIMM LIRR LIBB B) 2401251605 C) 2401292359EST
E) PADOVA SCCAM (ITALIAN AIR FORCE COORDINATION AND CONTROL SERVICE)
ATS SER **NOT AVBL**
RMK: OPERATIONAL COORDINATION SERVICE ASSURED ONLY
DUE TO TECR.
REF MILAIP ENR 2.1.1.1-5

|#33|----- (I,II)
M7012/23 NOTAMR M4694/23 [a/g fac | 82]

Q) LIXX/QCAAS/IV/BO/E/000/999/4511N01211E137
A) LIBB LIMM LIRR B) 2312271028 C) 2403252359EST
E) PADOVA SCCAM (ITALIAN AIR FORCE COORDINATION AND CONTROL SERVICE)
FREQ 338.775MHZ AND 123.175MHZ **NOT AVBL** DUE TO TECR
REF MILAIP ENR 2.1.1.1-5

|#34|----- (I,II)
M5543/23 NOTAMN [ais | 166]

Q) LIXX/QOAXX/IV/NBO/E/000/999/4119N01321E999
A) LIMM LIBB LIRR B) 2310040801 C) 2310041800EST
E) MILITARY NOTAM OFFICE (NOF) SER LIMITED DUE TO COMMERCIAL
TELEPHONE LANDLINES FAILURE INCLUDING FAX.
RMK: MOBILE +39 3316250963 AVBL
REF MILAIP GEN 3.1-1

|#35|----- (I,II)
M4674/23 NOTAMN [acc | 209]

Q) LIXX/QSCXX/IV/BO/E/000/999/4119N01321E999
A) LIMM LIBB LIRR B) 2308221023 C) 2308281000EST
E) PADOVA SCCAM (ITALIAN AIR FORCE COORDINATION AND CONTROL SERVICE)
ATS **NOT AVBL** WHITHIN AREA JOINING FOLLOWING POINTS:
433401N0122129E 443409N011401E 442944N0110437E 442317N0110744E
434900N0114311E 433401N0122129E BELOW FL110 DUE TO TECR.
RMK: OPERATIONAL COORDINATION ASSURED.
REF MILAIP ENR2.1.1.1-5.

|#36|----- (I,II)
M3129/23 NOTAMR M3032/23 [acc | 287]

Q) LIXX/QSCXX/IV/BO/E/000/999/4119N01321E999
A) LIRR LIBB LIMM B) 2306050903 C) 2306120835EST
E) ROMA SCCAM (ITALIAN AIR FORCE COORDINATION AND CONTROL SERVICE)
PROVIDED WITH FLW LIMITATIONS:
1) ATS **NOT AVBL** DUE TO TECR WEST OF 0115000E WI ROMA FIR/UIR, BTN
384000N AND 412000N AND SOUTH OF 384000N EAST OF 130000E AND WEST
OF 142000E
2) IN THE REMAINING PORTIONS OF AREA OF RESPONSIBILITY ATS NOT
PROVIDED ON HR AS FLW:
MON-THU 0000-0530 2000-2359, FRI 0000-0530 1800-2359, SAT SUN H24
RMK: SAR, EMERG, SECURITY AIR TRAFFIC AND UNMANNED ACTIVITY NOT
AFFECTED, OPERATIONAL COORDINATION ASSURED TO ALL TFC
REF MILAIP ENR 2.1.1.2-3

|#37|----- (I,II)
M2332/23 NOTAMN [acc | 321]

Q) LIXX/QSCXX/IV/BO/E/000/999/4119N01321E999
A) LIRR LIBB LIMM B) 2305022100 C) 2305152359EST
E) ROMA SCCAM (ITALIAN AIR FORCE COORDINATION AND CONTROL SERVICE)
PROVIDED WITH FLW LIMITATIONS:
1) ATS **NOT AVBL** DUE TO TECR SOUTH OF 385000N WI ROMA FIR/UIR, BTN
0131000E AND 0143000E ONLY OPERATIONAL COORDINATION ASSURED.
2) IN THE REMAINING PORTIONS OF AREA OF RESPONSIBILITY ATS NOT
PROVIDED ON HR AS FLW:
MON-THU 0000-0530 2100-2359,
FRI 0000-0530 1800-2359,
SAT, SUN H24
RMK: SAR, EMERG, SECURITY AIR TRAFFIC AND UNMANNED ACTIVITY NOT
AFFECTED, OPERATIONAL COORDINATION ASSURED TO ALL TFC
REF MILAIP ENR 2.1.1.2-3

|#38|----- (I,II)
M1931/23 NOTAMN [No Q-code | 340]

Q) LIXX/QXXXX/IV/NBO/E/000/999/4119N01321E999
A) LIMM LIBB LIRR B) 2304131531 C) 2307102359EST
E) MILAIP
SECTION ENR 5.4 ''''AIR NAVIGATION **OBSTACLES**'''' IS **SUSPENDED**

|#39|----- (I,II)
M7013/22 NOTAMN [acc | 453]

Q) LIXX/QSCXX/IV/BO/E/000/999/4511N01211E137
A) LIBB LIRR LIMM B) 2212220630 C) 2212220830EST
E) PADOVA SCCAM (ITALIAN AIR FORCE COORDINATION AND CONTROL SERVICE)
NORTH OF 443300N AND WEST OF 0120000E PROVIDES ONLY
OPERATIONAL COORDINATION SERVICE DUE TO TECR.
REF MIL AIP ENR 2.1.1.1-5

|#40|----- (I,II)
M6440/22 NOTAMN [acc | 476]

Q) LIXX/QSCXX/IV/BO/E/000/999/4051N01245E392
A) LIRR LIBB LIMM B) 2211280918 C) 2212182359EST
E) ROMA SCCAM (ITALIAN AIR FORCE COORDINATION AND CONTROL SERVICE)
PROVIDED WITH FLW LIMITATIONS:
1) WEST OF 0115000E WI ROMA FIR/UIR, BTN 395300N AND 412000N FREQ
VHF **NOT AVBL**, DUE TO TECR.
2) IN THE REMAINING PORTIONS OF AREA OF RESPONSIBILITY ATS NOT
PROVIDED ON HR AS FLW:
MON-THU 0000-0630 2200-2359,
FRI 0000-0630 1900-2359,
SAT SUN AND DEC 08 H24
RMK: SAR, EMERG, SECURITY AIR TRAFFIC AND UNMANNED ACTIVITY NOT
AFFECTED, OPERATIONAL COORDINATION ASSURED TO ALL TFC

[#41]----- M6290/22 NOTAMN Q) LIXX/QSCLT/IV/NBO/E/000/999/4511N01211E137 A) LIBB LIRR LIMM B) 2211220000 C) 2211250600EST E) PADOVA SCCAM (ITALIAN AIR FORCE COORDINATION AND CONTROL SERVICE) ATS PROVIDED WITH FLW LIMITATIONS: 1) ATS NOT ASSURED BELOW 2000FT AMSL SOUTH OF 44000N AND WEST OF 130000E DUE TECR 2) IN THE REMAINING PORTIONS OF AREA OF RESPONSIBILITY ATS NOT PROVIDE TUE-THU 0000-0600 2100-2359, FRI 0000-0600 RMK: SAR, EMERG AND SECURITY AIR TFC NOT Affected. OPERATIONAL COORDINATION ASSURED H24.	(I,II) [acc 483]	434447N0111248E VERTICAL LIMITS: UPPER LIMIT: FL140 LOWER LIMIT: SFC SFC-FL140
	[#44]----- W0571/24 NOTAMN Q) LIMM/QRACA/IV/NBO/W/000/150/4610N01032E004 A) LIMM B) 2403190700 C) 2403191300 E) TEMPORARY SEGREGATED AREA IMPLEMENTED DUE TO MIL PJE WI 3NM RADIUS OF 460955N0103219E / ADAMELLO - NE BRESCIA / RMK: ACT WILL BE CONDUCTED IN CONS RADIO MONITORING ON 'PADOVA FIC' FREQ F) GND G) FL150	(I,II) [airspace reservation NEW TODAY]
[#42]----- M5838/22 NOTAMN Q) LIXX/QSCXX/IV/BO/E/000/195/4119N01321E999 A) LIRR LIBB LIMM B) 2210270935 C) 2211302359EST E) ROMA SCCAM (ITALIAN AIR FORCE COORDINATION AND CONTROL SERVICE) PROVIDED WITH FLW LIMITATIONS: 1. SOUTH OF 38500N BTN 011000E AND 013100E ONLY OPERATIONAL COORDINATION ASSURED, DUE TO TECR. 2. IN THE REMAINING PORTIONS OF AREA OF RESPONSIBILITY ATS NOT PROVIDED ON HR AS FLW: OCT 27 2100-2359, OCT 28 0000-0530 1800-2359, OCT 31, NOV 02-03 07-10 14-17 21-24 28-30 0000-0630 2200-2359, NOV 04 11 18 25 0000-0630 1900-2359, OCT 29-30, NOV 01 05-06 12-13 19-20 26-27 H24. TO TFC OTHER THAN SAR, EMERG, SECURITY AIR TRAFFIC AND UNMANNED ACTIVITY, OPERATIONAL COORDINATION ASSURED REF MILAIP ENR 2.1.1.2-3	(I,II) [acc 508]	[#45]----- W0404/24 NOTAMN Q) LIMM/QRMCA/IV/BO/W/000/045/4602N01246E003 A) LIMM B) 2403190700 C) 2403282000 D) TUE-THU 0700-2000 E) MILITARY FIRING AREA (CELLINA MEDUNA-NE PORDENONE) ACTIVATED REF AIP ENR 5.2.1.2-1 F) SFC G) 4500FT AMSL
	[#46]----- W0683/24 NOTAMN Q) LIMM/QRACA/IV/NBO/W/000/120/4632N01145E004 A) LIMM B) 2403180800 C) 2403221600 D) DAILY 0800-1600 E) TEMPORARY SEGREGATED AREA IMPLEMENTED DUE TO MIL PJE WI AREA 3NM RADIUS OF 463154N0114502E /VAL GARDENA-E BOLZANO/ F) GND G) FL120	(I,II) [airspace reservation 0]
[#43]----- M5107/21 NOTAMN Q) LIXX/QOAXX/IV/NBO/E/0/140/4339N01139E999 A) LIRR LIMM LIBB B) 2109221054 C) PERM E) REF LOW FLYING CHART-EUROPE EDITION 18 EDITED BY ITALIAN AIR FORCE (CIGA) ON SHEETS 2-ITA AND 7-ITA INSERT FLW AREAS: -PARCO NAZIONALE FORESTE CASENTINESI MONTE FALTERONA/CAMPIGNA LATERAL LIMITS : 440307N0114150E 435751N0114912E 435015N0115745E 434320N0115827E 434141N0115620E 434502N0114704E 434834N0114204E 435031N0113650E 435412N0113624E 435558N0113920E 435818N0113608E 435955N0113706E 440307N0114150E VERTICAL LIMITS: UPPER LIMIT: 1500FT AGL LOWER LIMIT: SFC -PARACHUTING AREA: MARIGNOLLE (FI) -CIV- LATERAL LIMITS: 434447N0111248E 434722N0111309E 434720N0111636E 434444N0111614E	(I,II) [ais 908]	[#47]----- W0696/24 NOTAMN Q) LIMM/QRMCA/IV/BO/W/000/063/4346N01221E005 A) LIMM B) 2403180700 C) 2403202100 D) DAILY 0700-2100 E) MILITARY FIRING AREA /CARPEGNA-SSW SAN MARINO/ ACT REF AIP ENR 5.2.1.2-1 F) SFC G) 6300FT AMSL
	[#48]----- W0561/24 NOTAMN Q) LIMM/QRRCH/IV/BO/W/050/130/4620N01248E021 A) LIMM B) 2403180700 C) 2403281700 D) MON-THU 0700-1200 1300-1700 E) RESTRICTED AREA LI R49B /ZITA/ LOWER LIMIT RAISED TO FL130 DUE TO ACT ANNOUNCED BY NOTAM W0487/24 REF AIP ENR 5.1.2-10 F) FL050 G) FL130	(I,II) [..r.. 1]
[#49]----- W0487/24 NOTAMN Q) LIMM/QWULW/IV/BO/W/000/087/4618N01310E003 A) LIMM B) 2403180700 C) 2403281700 D) MON-THU 0700-1200 1300-1700 E) MIL UNMANNED ACFT ACTIVITY WILL TAKE PLACE WI LATERAL LIMITS FIRING AREA RIVOLI BIANCHI DI VENZONE / N UDINE/ F) SFC G) 8645FT AMSL	(I,II) [uac 1]	
	[#49]----- NOTAMs Page 37 of 47	NOTAMs Page 38 of 47

|#50|----- (I,II)
W0406/24 NOTAMN [moa | 1]
Q) LIMM/QRMCA/IV/BO/W/000/030/4606N01244E002
A) LIMM B) 2403180700 C) 2403291800
D) 18 20 22 25-29 0700-1800
E) MILITARY FIRING AREA /DANDOLO-NE PORDENONE/ ACT
REF AIP ENR 5.2.1.2-1
F) SFC
G) 3000FT AMSL

|#51|----- (I,II)
W0405/24 NOTAMN [moa | 1]
Q) LIMM/QRMCA/IV/BO/W/000/040/4607N01236E003
A) LIMM B) 2403180700 C) 2403292000
D) MON-FRI 0700-2000
E) MILITARY FIRING AREA /CAO MALNISIO-NNW PORDENONE/ ACT
REF AIP ENR 5.2.1.2-1
F) SFC
G) 3971FT AMSL

|#52|----- (I,II)
W0698/24 NOTAMR W0512/24 [tempo restricted area | 3]
Q) LIMM/QRTCA/IV/BO/W/000/046/4633N01208E001
A) LIMM B) 2403151222 C) 2403301500
D) DAILY 0900-1500
E) TEMPORARY RESTRICTED AREA IMPLEMENTED WI 350M RADIUS OF
463241N0120736E / CORTINA D'''AMPEZZO - N BELLUNO / ELEV 200FT AGL
DUE TO CIV UNMANNED ACFT ACTIVITY
F) GND
G) 200FT AGL

|#53|----- (I,II)
W0633/24 NOTAMN [tempo restricted area | 6]
Q) LIMM/QRTCA/IV/BO/W/000/006/4346N01115E001
A) LIMM B) 2403130001 C) 2406102359
D) DAILY SR MINUS60-SS PLUS60
E) TEMPORARY RESTRICTED AREA IMPLEMENTED AS FOLLOW:
434650N0111511E - 434631N0111601E
434554N0111533E - 434612N0111443E
434650N0111511E / FIRENZE TOWN / ELEV 120M AGL DUE TO UNMANNED
ACFT ACTIVITY
F) GND
G) 120M AGL

|#54|----- (I,II)
W0658/24 NOTAMN [airspace reservation | 6]
Q) LIMM/QRACA/IV/NBO/W/000/007/4603N01234E001
A) LIMM B) 2403120800 C) 2403291300
D) DAILY 0800-1300
E) TEMPORARY RESTRICTED AREA IMPLEMENTED WI 5M RADIUS OF
460326N0123402E/AVIANO-NNW PORDENONE/ELEV 40M AGL
DUE TO CIV UNMANNED ACFT ACT
RMK: ACT SUBJ PRIOR COORDINATION WITH AVIANO APP
F) GND
G) 40M AGL

|#55|----- (I,II)
W0311/24 NOTAMN [moa | 13]
Q) LIMM/QRMCA/IV/BO/W/000/035/4544N01347E002
A) LIMM B) 2403060700 C) 2403272100
D) WED 0700-2100
E) MILITARY FIRING AREA / MONRUPINO-N TRIESTE / ACT
REF AIP ENR 5.2.1.2-1
F) SFC
G) 3500FT AMSL

|#56|----- (I,II)
W0573/24 NOTAMN [tempo restricted area | 13]
Q) LIMM/QRTCA/IV/BO/W/000/006/4405N00953E001
A) LIMM B) 2403060001 C) 2405062359
D) DAILY SR MINUS30-SS PLUS30
E) TEMPORARY RESTRICTED AREA IMPLEMENTED WI 0.1 NM RADIUS OF
440500N0095256E / LERICI - SE LA SPEZIA / ELEV 390FT AGL DUE TO
CIV UNMANNED ACFT ACTIVITY
F) GND
G) 390FT AGL

|#57|----- (I,II)
W0556/24 NOTAMN [..d.. | 14]
Q) LIMM/QRDX/IV/BO/W/005/060/4330N00841E039
A) LIMM B) 2403050700 C) 2403290900
D) MON-FRI 0700-0900
E) DANGER AREA LID91 / MAR LIGURE/ OPR HR EXTD
REF AIP ENR 5.1.3-9
F) 500FT AMSL
G) 6000FT AMSL

|#58|----- (I,II)
W0554/24 NOTAMN [..d.. | 14]
Q) LIMM/QRDX/IV/BO/W/060/240/4340N00820E022
A) LIMM B) 2403050700 C) 2403290900
D) MON-FRI 0700-0900
E) DANGER AREA LID91BIS /LIGURIA/ HR EXTD
REF AIP ENR 5.1.3-9
F) 6000FT AMSL
G) FL240

|#59|----- (I,II)
W0552/24 NOTAMN [..d.. | 14]
Q) LIMM/QRDX/IV/BO/W/240/315/4342N00816E020
A) LIMM B) 2403050700 C) 2403290900
D) MON-FRI 0700-0900
E) DANGER AREA LI D5A / SANREMO / OPR HR EXTD
REF AIP ENR 5.1.3-1
F) FL240
G) FL315

|#60|----- (I,II)
W0432/24 NOTAMN [tempo restricted area | 15]
Q) LIMM/QRTCA/IV/BO/W/000/004/4428N01216E002
A) LIMM B) 2403040700 C) 2404051800
D) MAR 04-30 0700-1900, MAR 31 0600-1800, APR 01-05 0600-1800
E) TEMPORARY RESTRICTED AREA IMPLEMENTED AS FOLLOW:
442812N0121651E-442706N0121701E-442647N0121554E-
442807N0121544E-442812N0121651E /RAVENNA HARBOUR/
ELEV 329FT AGL/ DUE TO CIV UNMANNED ACFT ACTIVITY
F) GND
G) 329FT AGL

|#61|----- (I,II)
W0424/24 NOTAMN [uac | 18]
Q) LIMM/QWULW/IV/BO/W/000/020/4607N01242E002
A) LIMM B) 2403010730 C) 2403281630
D) MON-THU 0730-1630, FRI 0730-1130
E) MIL UNMANNED ACFT ACTIVITY WILL TAKE PLACE WI FOLLOW AREA :
460746N0124110E-460755N0124120E-460804N0124139E-460652N0124236E-
460640N0124201E-460746N0124110E (NNE PORDENONE)
F) GND
G) 1000FT AGL

|#62|----- (I,II)
W0274/24 NOTAMN [moa | 18]
Q) LIMM/QRMCA/IV/BO/W/000/062/4544N00717E002

A) LIMM B) 2403010700 C) 2403292130
D) TUE-FRI 0700-2130
E) MILITARY FIRING AREA /CLOU NEF-W AOSTA/ ACTIVATED
REF AIP ENR 5.2.1.1-1
F) SFC
G) 6200FT AMSL

|#63|----- (I,II)
W0506/24 NOTAMN [tempo restricted area | 18]
Q) LIMM/QRTCA/IV/BO/W/000/005/4425N01150E002
A) LIMM B) 2402291455 C) 2404041530
D) FEB 29 1455-1630, MAR 01-30 0800-1630, MAR 31-APR 04 0700-1530
E) TEMPORARY RESTRICTED AREA IMPLEMENTED AS FOLLOW:
442607N0115144E-442606N0115149E-442548N0115136E-
442447N0115014E-442433N0114955E-442401N0114933E-
442336N0114855E-442339N0114850E-442404N0114927E-
442436N0114948E-442450N0115007E-442552N0115132E-
442607N0115144E / LUGO DI ROMAGNA - W RAVENNA / ELEV 295FT AGL
F) GND
G) 295FT AGL

|#64|----- (I,II)
W0412/24 NOTAMN [tempo restricted area | 21]
Q) LIMM/QRTCA/IV/BO/W/000/017/4622N01302E004
A) LIMM B) 2402260800 C) 2403291500
D) FEB 26-29 0800-1500, MAR 01 04-08 11-15 18-22 25-29 0800-1500
E) TEMPORARY RESTRICTED AREA IMPLEMENTED AS FOLLOW:
462448N0130044E - 462401N0130017E - 462322N0130124E
462315N0130220E - 462254N0130239E - 462201N0130300E
462122N0130349E - 462101N0130405E - 462032N0130410E
462030N0130359E - 462115N0130341E - 462127N0130306E
462259N0130154E - 462401N0125955E - 462451N0130034E
462448N0130044E / TOLMEZZO - NNW UDINE / ELV 393 FT AGL DUE TO
UNMANNED ACFT ACTIVITY
F) GND
G) 393FT AGL

|#65|----- (I,II)
W0346/24 NOTAMR W3999/23 [overflying | 34]
Q) LIMM/QROLB/V/NBO/W/000/055/4602N01108E001
A) LIMM B) 2402130901 C) 2404192359EST
E) OVERFLYING FORBIDDEN TO ALL VFR TFC AND **UNMANNED ACFT** UNDER
PROVISION OF ARTICLE 793 AIR NAVIGATION ACT WI FOLLOWING AREA:
460148N0110814E-460149N0110846E-460116N0110837E-
460111N0110812E-460148N0110814E
/MONT CASTELLER -E TRENTO/ ELEV 230FT AGL
RMK: FIRE FIGHTING AND RESCUE ACFT NOT AFFECTED
F) GND
G) 230FT AGL

|#66|----- (I,II)
W0189/24 NOTAMN [airspace reservation | 35]
Q) LIMM/QRACA/IV/NBO/W/000/046/4541N01308E004
A) LIMM B) 2402120800 C) 2403291100
D) MON-FRI 0800-1100
E) AEROBATIC TRAINING AREA /LIGNANO/ ACTIVATED
REF AIP ENR 5.5.2.1-7
F) SFC
G) 4500FT AGL

|#67|----- (I,II)
W0172/24 NOTAMN [uac | 47]
Q) LIMM/QWULW/IV/BO/W/000/029/4603N01235E003
A) LIMM B) 2402010001 C) 2404302359
E) MIL **UNMANNED ACFT** ACTIVITY WILL TAKE PLACE WI FLW AREA:
AIRPORT AREA: 460134N0123354E-460317N0123631E-460144N0123651E-
460059N0123635E-460035N0123454E-460134N0123354E

AREA A1 / A2: 460405N0123417E-460428N0123441E-460413N0123512E-
460345N0123442E-460405N0123417E /LIPA-AVIANO AD/
RMK: ACT SUBJ PRIOR COOR AND APPROVAL BY AVIANO TWR
F) GND
G) 150FT AGL

|#68|----- (I,II)
W4031/23 NOTAMN [airspace reservation | 60]
Q) LIMM/QRACA/IV/NBO/W/000/002/4343N01024E002
A) LIMM B) 2401190500 C) 2404172200
D) DAILY 0500-2200
E) TEMPORARY RESTRICTED AREA IMPLEMENTED AS FOLLOW :
434349N0102212E-434401N0102457E-434247N0102435E-
434226N0102211E-434349N0102212E / PISA TOWN / ELEV 25M AGL
DUE TO CIV **UNMANNED ACFT** ACTIVITY
RMK: ACT SUBJ PRIOR COOR AND APPROVAL BY PISA TWR/APP
F) GND
G) 25M AGL

|#69|----- (I,II)
W0143/24 NOTAMN [airspace reservation | 61]
Q) LIMM/QRACA/IV/NBO/W/000/013/4512N00739E006
A) LIMM B) 2401172200 C) 2404102359
D) JAN 17 24 31 2200-0100,
FEB 07 14 21 28 2200-0100,
MAR 06 13 20 27 2200-0100,
APR 03 10 2100-2359
E) TEMPORARY RESTRICTED AREA IMPLEMENTED WI 5 NM RADIUS
OF 451131N0073904E / LIMF / ELEV 164 FT AGL
DUE TO **UNMANNED ACFT** ACTIVITY
F) GND
G) 164FT AGL

|#70|----- (I,II)
W0128/24 NOTAMN [airspace reservation | 61]
Q) LIMM/QRACA/IV/NBO/W/000/008/4432N01052E001
A) LIMM B) 2401170800 C) 2403311800
D) DAILY 0800-1800
E) TEMPORARY RESTRICTED AREA IMPLEMENTED AS FLW:
443211N0105154E-443207N0105211E-443158N0105207E-
443203N0105149E-443211N0105154E / MARANELLO - SSW MODENA /
ELEV 329FT AGL DUE TO **UNMANNED ACFT** ACTIVIT
F) GND
G) 329FT AGL

|#71|----- (I,II)
W0016/24 NOTAMN [moa | 69]
Q) LIMM/QRMCA/IV/BO/W/000/095/4650N01124E003
A) LIMM B) 2401100700 C) 2403282200
D) WED THU 0700-2200
E) MILITARY FIRING AREA /MALGA VACCARO-N BOLZANO/ ACTIVATED WITH
UPPER LIMIT RAISED TO 9500FT AMSL
REF AIP ENR 5.2.1.2-1
F) SFC
G) 9500FT AGL

|#72|----- (I,II)
W4032/23 NOTAMN [tempo restricted area | 71]
Q) LIMM/QRTCA/IV/BO/W/000/010/4450N01052E001
A) LIMM B) 2401080001 C) 2403202359
D) DAILY SR-SS
E) TEMPORARY RESTRICTED AREA IMPLEMENTED AS FOLLOW:
445020N0105200E-445017N0105231E-444936N0105226E-
444940N0105153E-445020N0105200E (LIDU AD-NNW MODENA)
ELEV 821FT AGL DUE TO CIV **UNMANNED ACFT** ACTIVITY
RMK: ACT SUBJ APPROVAL BY AEROCLUB CARPI

F) GND
G) 821FT AGL

|#73|----- (I,II)
W4039/23 NOTAMN [missile/gun/rocket/frng | 77]

Q) LIMM/QWMLW/IV/BO/W/000/050/4403N00950E002
A) LIMM B) 2401020700 C) 2403292300
D) MON-FRI 0700-2300
E) FIRING ACT AND MIL PJE WILL TAKE PLACE WI AREA 1.5NM RADIUS OF 440327N0094937E /MUZZERONE-S LA SPEZIA/
F) SFC
G) 5000FT AMSL

|#74|----- (I,II)
W3950/23 NOTAMN [missile/gun/rocket/frng | 77]

Q) LIMM/QWMLW/IV/BO/W/0/25/4615N01112E1
A) LIMM B) 2401020600 C) 2403292100
D) MON-FRI 0600-2100
E) FIRING ACT WILL TAKE PLACE WI FLW AREA:
461527N0111124E-461527N0111139E-461517N0111141E
461511N0111135E-461510N0111134E-461517N0111126E
461527N0111124E/ ROVERE''' DELLA LUNA - N TRENTO /
F) GND
G) 2500FT AMSL

FIR LFEE Cruise (II,IV)

|#1|----- (II,IV)
F0367/24 NOTAMN [gnss area | 0]

Q) LFXX/QGWAU/IV/NBO/E/000/400/4520N00229E266
A) LFBB LFEE LFFF LFMM LFRR B) 2403181200 C) 2403281600
D) 18 1200-1400, 19 2000-2200, 20 0900-1545, 21 0900-1400 1430-2200, 22 0900-1530, 25 0900-1345 1430-1600, 26 27 1400-2200, 28 0900-1600
E) DISTURBANCE OF THE SIGNAL RECEIVED BY GPS RECEIVERS (GNSS JAMMING) FROM DIFFERENT POSITIONS CENTRED ON MEDIAN POINT 45209.50N0022928E
- POSSIBLE JAMMING, IMPACT VOLUME CENTRED ON THE ABOVE COORDINATES :
266NM AT FL400
215NM AT FL250
171NM AT FL150
143NM AT FL100
98NM AT 4000FT
INFO
'''RAMBERT (CDC DE LYON MONT VERDUN)''' 143.550MHZ / 339.725MHZ
'''MARINA (CDC DE MONT DE MARSAN)''' 143.550MHZ / 339.725MHZ
- IN CASE OF OBSERVED GPS INTERFERENCE, REPORT THE INFORMATION TO THE COMPETENT ATS SERVICES.

|#2|----- (II,IV)
F0169/24 NOTAMN [rep | 26]

Q) LFEE/QAPCH/I/BO/E/195/999/4750N00622E102
A) LFEE B) 2402220000 C) 2405222359
E) FRANCE FREE ROUTE AIRSPACE-EAST CELL (LFFRAE)
RELEVANCE OF LISTED FREE ROUTE AIRSPACE POINTS CHG AS DETAILED :
- MOTUK : ADD FREE ROUTE AIRSPACE RELEVANCE AS INTERMEDIATE. BECOMES :
FRA(IA) LFFRAE,LFGB,LFSB,LSMA,LSMD,LSME,LSZB,LSZC,LSZG.
REF AIP ENR 4.4-19
- OKIPO : ADD FREE ROUTE AIRSPACE RELEVANCE AS INTERMEDIATE. BECOMES :
FRA(IA) LFFRAE,LFGB,LFSB,LSMA,LSMD,LSME,LSZB,LSZC,LSZG.
REF AIP ENR 4.4-22

|#3|----- (II,IV)
F0048/24 NOTAMN [No Q-code | 67]

Q) LFXX/QXXXX/I/BO/E/000/999/4412N00040E460

A) LFBB LFEE LFFF LFMM LFRR B) 2401111517 C) 2403312359
E) FRENCH AIR CARRIERS AND CAPTAINS OF AIRCRAFT IN CHARGE OF AIR SERVICES OPERATED BY CARRIERS HOLDING AN OPERATING LICENSE ISSUED BY FRANCE, WHETHER THEY ARE CONTRACTUAL CARRIERS AND/OR OPERATING CARRIERS, OR PERFORMING AIR SERVICES THROUGH A WET LEASE OR A CODESHARE AGREEMENT AS WELL AS FOR ANY FLIGHT MADE WITH AN AIRCRAFT REGISTERED IN FRANCE ARE REQUESTED :

- NOT TO PENETRATE IN THE PART OF THE CHISINAU FIR (LUUU) LOCATED OVER MOLDOVAN TERRITORY IN THE PORTION OF AIRSPACE DEFINED BY THE POINTS 481502N - 0263725E, ALONG THE BORDER BETWEEN MOLDOVA AND UKRAINE, 452824N- 0281218E, ALONG THE BORDER BETWEEN MOLDOVA AND ROMANIA, 453849N 0281026E, 463506N 0285540E, 463810N 0293434E, 470714N 0291023E, 472351N 0285959E, 475250N 0284929E, 481839N 0274319E, 481439N 0264935E, ALONG THE BORDER BETWEEN MOLDOVA AND ROMANIA, 481502N 0263725E
- NOT TO IDENTIFY AS **ALTERNATE**, WHEN PLANNING FLIGHT OPERATIONS, AERODROMES LOCATED IN THE ABOVE OVERFLIGHT PROHIBITED AREA
- TO COMPLY STRICTLY WITH THE INSTRUCTIONS GIVEN BY THE MOLDOVAN AUTHORITIES PROVIDING AIR TRAFFIC SERVICES.
THIS NOTAM SUPERSEDES THE RESTRICTIONS CONCERNING MOLDOVAN AIRSPACE (FIR CHISINAU (LUUU)) ISSUED IN PARAGRAPH 3.1 UKRAINE RUSSIA BELARUS MOLDOVA OF THE AIC CURRENTLY IN EFFECT.
THE PROHIBITIONS AND RESTRICTIONS ON UKRAINIAN, RUSSIAN AND BELARUS AIRSPACE ISSUED IN PARAGRAPH 3.1. OF THE CURRENT AIC REMAIN IN EFFECT

FIR EDGG Climb (IV) Descent (III)

|#1|----- (III,IV)
B0162/24 NOTAMN [vor | NEW TODAY]

Q) EDGG/QNVCT/IV/BO/E/000/999/5036N00934E025
A) EDGG B) 2403190800 C) 2403191000
E) FULDA DVOR/DME FUL 112.10MHZ/CH58X, DVOR PART ON MAINT. DO NOT USE, FALSE INDICATIONS POSS.

|#2|----- (III,IV)
B0127/24 NOTAMN [..r.. | NEW TODAY]

Q) EDGG/QRRCA/IV/BO/W/000/180/4809N00900E006
A) EDGG B) 2403190545 C) 2403201515
D) DAILY 0545-1515
E) RESTRICTED AREA EDR132B (HEUBERG) ACTIVE.
F) GND
G) 18000FT AMSL

|#3|----- (III,IV)
B0330/23 NOTAMN [volmet | 313]

Q) EDXX/QSVLS/IV/BO/E/000/999/5123N01019E262
A) EDMW EDWW EDGG B) 2305101226 C) 2305101800EST
E) VOLMET BREMEN FREQ 127.405MHZ BCST INTRP DUE TO HARDWARE MAINT.

|#4|----- (III,IV)
C1537/22 NOTAMR C0536/22 [vor | 665]

Q) EDGG/QNVXX/IV/BO/E/000/999/5151N00742E060
A) EDGG B) 2205240533 C) PERM
E) HAMM DVOR/DME HMM 115.65 / CH103Y RANGE OF DVOR R199 LIMITED TO 39NM.

|#5|----- (III,IV)
D0495/24 NOTAMN [..r.. | NEW TODAY]

Q) EDXX/QRRCA/IV/BO/W/000/065/5127N00958E069
A) EDGG EDMW EDWW B) 2403191835 C) 2403191949
E) EDR150 NLFS20 ACT:
KG3-MG1 1835-1912 500FT AGL-5500FT AMSL
MG1-MG2 1841-1915 500FT AGL-5000FT AMSL
MG2-LG1 1844-1919 500FT AGL-5000FT AMSL
LG1-LF2 1848-1924 500FT AGL-6500FT AMSL
LF2-LF1 1853-1926 500FT AGL-6500FT AMSL

LF1-KF1 1855-1932 500FT AGL-6200FT AMSL
KF1-JG1 1901-1937 500FT AGL-5700FT AMSL
JG1-KG1 1906-1941 500FT AGL-5800FT AMSL
KG1-KG2 1911-1946 500FT AGL-5000FT AMSL
KG2-KG3 1915-1949 500FT AGL-4800FT AMSL.
F) 500FT AGL
G) 6500FT AMSL

|#6|----- (III,IV)
D0494/24 NOTAMN
Q) EDXX/QRRCA/IV/BO/W/000/042/5256N00828E085
A) EDGG EDWW B) 2403191810 C) 2403191936
E) EDR150 NLF07 ACTIVE AS FOLLOWS:
KK1-KJ2 1810-1847 500AGL-4000MSL
KJ2-KJ1 1816-1849 500AGL-4000MSL
KJ1-JJ1 1818-1852 500AGL-4000MSL
JJ1-HJ3 1821-1855 500AGL-4000MSL
HJ3-HJ2 1824-1857 500AGL-4000MSL
HJ2-HH2 1826-1903 500AGL-4000MSL
HH2-HH3 1832-1906 500AGL-4000MSL
HH3-HH1 1835-1908 500AGL-4000MSL
HH1-HG2 1837-1912 500AGL-4200MSL
HG2-JH1 1841-1917 500AGL-4100MSL
JH1-JH2 1846-1920 500AGL-4000MSL
JH2-KH1 1849-1923 500AGL-4000MSL
KH1-KH2 1852-1926 500AGL-4000MSL
KH2-KJ3 1855-1929 500AGL-4000MSL
KJ3-KJ2 1858-1930 500AGL-4000MSL
KJ2-KK1E 1859-1936 500AGL-4000MSL.
F) 500FT AGL
G) 4200FT AMSL

|#7|----- (III,IV)
D0397/24 NOTAMN
Q) EDGG/QWULW/IV/BO/W/000/013/5056N00653E002
A) EDGG B) 2403191100 C) 2403200500
E) UAS OPERATION 2000M RADIUS CENTERED ON 505603N 0065252E, KOELN
(11NM WNW KOELN-BONN VOR/DME KBO).
F) GND
G) 985FT AGL

|#8|----- (III,IV)
D0459/24 NOTAMN
[tempo restricted area | NEW TODAY]
Q) EDGG/QRTCA/IV/BO/W/000/100/4927N00736E009
A) EDGG B) 2403190700 C) 2403191900
E) TEMPO RESTRICTED AREA EDR RAMSTEIN ESTABLISHED:
492955N 0072500E-493035N 0074635E-492335N 0074705E-492255N
0072535E-492955N 0072500E.
ALL FLIGHTS INCLUDING THE OPERATION OF MODEL ACFT AND UAS ARE PROHIBITED WI ED-R RAMSTEIN. FLIGHT RULE CHANGE PROCEDURES (Y/Z-FLIGHTS) ARE NOT ALLOWED. FLIGHT RESTRICTIONS SHALL NOT APPLY TO STATE FLIGHTS ASSOCIATED WITH THE UKRAINE CONFERENCE, IFR FLIGHTS AT 3600FT MSL AND ABOVE, FLIGHTS FROM/TO ETAR, FLIGHTS OF THE GERMAN ARMED FORCES, FLIGHTS OF THE POLICE FORCES AND ON BEHALF OF THE POLICE, RESCUE AND DISASTER RELIEF FLIGHTS AND AMBULANCE FLIGHTS. PRIOR TO ENTERING, DEPARTING OR TRANSITING THE AIRSPACE, ALL AUTHORISED VFR FLIGHTS SHALL REPORT TO THE RHINELAND-PALATINATE POLICE HELICOPTER SQUADRON ON FREQUENCY 135.600MHZ POLICE INFO. CONTINUOUS AIR-GROUND VOICE COMMUNICATION WATCH SHALL BE MAINTAINED ON FREQUENCY 135.600MHZ POLICE INFO WHILE FLYING WITHIN THE RESTRICTED AREA.
TRAINING FLIGHTS, PHOTO AND CALIBRATION FLIGHTS (INCLUDING UNDER IFR) ARE NOT ALLOWED.
TRANSIT PERMISSIONS IN LINE WITH SECTION 17 OF THE GERMAN AVIATION REGULATION (LUFTVO) WILL NOT BE GRANTED.
F) GND
G) FL100

|#9|----- (III,IV)
D0137/24 NOTAMN
Q) EDGG/QWULW/IV/BO/W/000/008/5111N00619E001
A) EDGG B) 2401301428 C) 2404302200EST
E) UAS ACTIVITIES 1NM RADIUS CENTERED ON 511032N 0061900E, RHEINDAHLEN (7.6NM SW MOENCHENGLADBACH DVOR MHV).
F) GND
G) 500FT AGL

|#10|----- (III,IV)
F0860/24 NOTAMN
Q) EDXX/QOBTT/V/BO/E/000/017/5015N01022E179
A) EDWW EDGG LSAS B) 2403101755 C) 2403241755
E) TRIGGER NOTAM - AIP SUP VFR 11/24 WIE - UNTIL FURTHER NOTICE.
LIST OF TEMPO OBSTACLES WHICH ARE NOT PUBLISHED IN THE AIP.

FIR EDMM Cruise (III)

|#1|----- (III)
B0168/24 NOTAMN
[...r.. | 1]
Q) EDMM/QRRCD/IV/BO/W/100/300/4939N01137E003
A) EDMM B) 2403172300 C) 2403222300
E) RESTRICTED AREA EDR136C GRAFENWOEHR DEACTIVATED.
F) 10000FT AMSL
G) 30000FT AMSL

|#2|----- (III)
B0330/23 NOTAMN
[volmet | 313]
Q) EDXX/QSVLS/IV/BO/E/000/999/5123N01019E262
A) EDMM EDWW EDGG B) 2305101226 C) 2305101800EST
E) VOLMET BREMEN FREQ 127.405MHZ BCST INTRP DUE TO HARDWARE MAINT.

NOTAMs excluded in accordance with HELVETIC AIRWAYS company policy

Excluded from flight group airports section - according to NOTAM Q-codes rule:
A0528/23 LSZH; A0561/23 LSZH; A0621/23 LSZH; A0761/23 LSZH; A0075/24 LSZH; A0011/24 LIML;
A1181/24 LIML; A1205/24 LIML; A1289/24 LIML; A1460/24 LIML; A0410/24 LIMF; A1514/24 LIMF;
A0398/24 LIMJ; P0722/24 LFSB; P0883/24 LFSB; A0068/23 LSGG; A0187/23 LSGG; A0324/23 LSGG;
A0593/23 LSGG; A2375/23 EDDS; A0397/24 EDDS; A1424/24 EDDS; P3221/23 LFLL; P3743/23 LFLL;
A0531/24 EDDF

Excluded from FIR(s) section - according to NOTAM Q-codes rule:
A0048/24 LSAS; A0136/24 LSAS; A0137/24 LSAS; A0138/24 LSAS; A4019/23 LIMM; A9186/23 LIMM;
A0928/24 LIMM; A0929/24 LIMM; A2026/24 LIMM; W0135/24 LIMM; W4056/24 LIMM;
F1991/23 LFEE; F0394/24 LFEE; B1050/22 EDGG; B1357/23 EDGG; B1439/23 EDGG; M0932/23 EDGG;
B0023/24 EDGG; B0030/24 EDGG; B0071/24 EDGG; B0121/24 EDGG; B0140/24 EDGG;
B0141/24 EDGG; D0460/24 EDGG; M0419/24 EDGG; B1050/22 EDMM; B1439/23 EDMM; M0932/23 EDMM;
B0023/24 EDMM; B0030/24 EDMM; B0071/24 EDMM; B0104/24 EDMM; B0140/24 EDMM;
B0141/24 EDMM; M0419/24 EDMM
FIR NOTAMs Purpose M excluded
Military NOTAMs excluded

Key words highlighted

' ALTERNATE '	8
' ALTN '	1
' CLOSED '	6
' CLSD '	26
' CRANE '	3
' DISPLACED '	0
' DME '	29
' DRONE '	1
' GPS RAIM '	0
' HELI '	0

' <u>HELICOPTER</u> '	3
' <u>ILS</u> '	20
' <u>INOP</u> '	0
' <u>LNAV</u> '	1
' <u>LOC</u> '	6
' <u>NOT AVAILABLE</u> '	1
' <u>NOT AVBL</u> '	22
' <u>OBST</u> '	0
' <u>OBSTACLE</u> '	4
' <u>OUT OF SERVICE</u> '	7
' <u>RUNWAY</u> '	4
' <u>RWY</u> '	129
' <u>SHORTENED</u> '	0
' <u>STAND</u> '	22
' <u>SUSPENDED</u> '	12
' <u>TWY</u> '	87
' <u>U/S</u> '	6
' <u>UNMANNED ACFT</u> '	14
' <u>UNMANNED AIRCRAFT</u> '	0
' <u>UNSERVICEABLE</u> '	10
' <u>VNAV</u> '	0
' <u>VOR</u> '	8
' <u>WIP</u> '	4
' <u>WORK IN PROGRESS</u> '	0

End of NOTAM information

Short ICAO ATC Flight Plans for Flight Group

Flight group flights:

- LX1612(SWR612Q)-ZRH-MXP (STD 190800)
- LX1613(SWR2TM)-MXP-ZRH (STD 190940)
- LX1072(SWR2ET)-ZRH-FRA (STD 191115)
- LX1073(SWR890M)-FRA-ZRH (STD 191345)

Flight LX1612(SWR612Q)-ZRH-MXP (STD 190800)

IBV525 181105
FF EKBICPUF
181105 EUCHZMFP
-TITLE ACK -MSGTYP ICHG -FILTIM 181105 -ORIGIN DT 2403181105
-BEGIN ADDR
 -FAC EKBICPUF
-END ADDR
-IFPLID AA57015636
-BEGIN MSGSUM -ARCID SWR612Q -ADEX LSZH -ADES LIMC -EOBT 0800
-EOBD 240319 -ORGN EKBICPUF -END MSGSUM

BIV698 181105
FF EUCHZMFP EUCBZMFP
181105 EKBICPUF
(CHG-SWR612Q-LSZH0800-LIMC-DOF/240319-18/PBN/A1B1C1D1O1S1S2T1
DAT/CPDLCX DOF/240319 REG/HBJVV EET/LIMM0017 SEL/BHEK CODE/4B19FE
RVR/175 OPR/OAW RMK/OPS TEL 0041442708530)

IBV781 181018
FF EKBICPUF
181018 EUCHZMFP
-TITLE ACK -MSGTYP IFPL -FILTIM 181018 -ORIGIN DT 2403181018
-BEGIN ADDR
 -FAC EKBICPUF
-END ADDR
-IFPLID AA57015636
-BEGIN MSGSUM -ARCID SWR612Q -ADEX LSZH -ADES LIMC -EOBT 0800
-EOBD 240319 -ORGN EKBICPUF -END MSGSUM

BIV022 181018
FF EUCHZMFP EUCBZMFP
181018 EKBICPUF
(FPL-SWR612Q-IS
-E190/M-SDE1E2E3FGIRWYZ/LB1
-LSZH0800
-N0409F240 VEBIT T53 GERSA/N0401F230 N850 DEGAD Z424 RIXUV
-LIMC0048 LIML
-PBN/A1B1C1D1O1S1S2T1 DAT/CPDLCX DOF/240319 REG/HBJVO EET/LIMM0017
SEL/BJAF CODE/4B19F5 RVR/175 OPR/OAW RMK/OPS TEL 0041442708530)

Flight LX1613(SWR2TM)-MXP-ZRH (STD 190940)

IBV604 190740
FF EKBICPUF
190740 EUCHZMTA
-TITLE SAM
-ARCID SWR2TM
-IFPLID AA57017680
-ADEX LIMC
-ADES LSZH
-EOBD 240319
-EOBT 0940
-CTOT 1020
-REGUL LSZHA19M
-TTO -PTID KELIP -TO 1043 -FL F196
-TAXITIME 0015

-REGCAUSE GA 83

IBV401 181209
FF EKBICPUF
181209 EUCHZMFP
-TITLE ACK -MSGTYP IFPL -FILTIM 181209 -ORIGIN DT 2403181209
-BEGIN ADDR
 -FAC EKBICPUF
-END ADDR
-IFPLID AA57017680
-BEGIN MSGSUM -ARCID SWR2TM -ADEX LIMC -ADES LSZH -EOBT 0940
-EOBD 240319 -ORGN EKBICPUF -END MSGSUM

BIV539 181209
FF EUCHZMFP EUCBZMFP
181209 EKBICPUF
(FPL-SWR2TM-IS
-E190/M-SDE1E2E3FGIRWYZ/LB1
-LIMC0940
-N0409F240 PEPAG L995 CANNE Z651 KELIP
-LSZH0049 LFSB
-PBN/A1B1C1D1O1S1S2T1 DAT/CPDLCX DOF/240319 REG/HBJVY EET/LSAS0015
SEL/BHEK CODE/4B19FE RVR/175 OPR/OAW RMK/OPS TEL 0041442708530)

Flight LX1072(SWR2ET)-ZRH-FRA (STD 191115)

IBV767 181344
FF EKBICPUF
181344 EUCHZMFP
-TITLE ACK -MSGTYP IFPL -FILTIM 181344 -ORIGIN DT 2403181344
-BEGIN ADDR
 -FAC EKBICPUF
-END ADDR
-IFPLID AA57019344
-BEGIN MSGSUM -ARCID SWR2ET -ADEX LSZH -ADES EDDF -EOBT 1115
-EOBD 240319 -ORGN EKBICPUF -END MSGSUM

BIV798 181344
FF EUCHZMFP EUCBZMFP
181344 EKBICPUF
(FPL-SWR2ET-IS
-E190/M-SDE1E2E3FGIRWYZ/LB1
-LSZH1115
-N0392F220 DEGES Z1 SUDEN T164 KOVAN/N0408F240 T163 SPESA SPESA4C
-EDDF0057 EDDK
-PBN/A1B1C1D1O1S1S2T1 DAT/CPDLCX DOF/240319 REG/HBJVN EET/EDMM0011
EDGG0013 SEL/DKCG CODE/4B19F3 RVR/175 OPR/OAW RMK/OPS TEL
0041442708530)

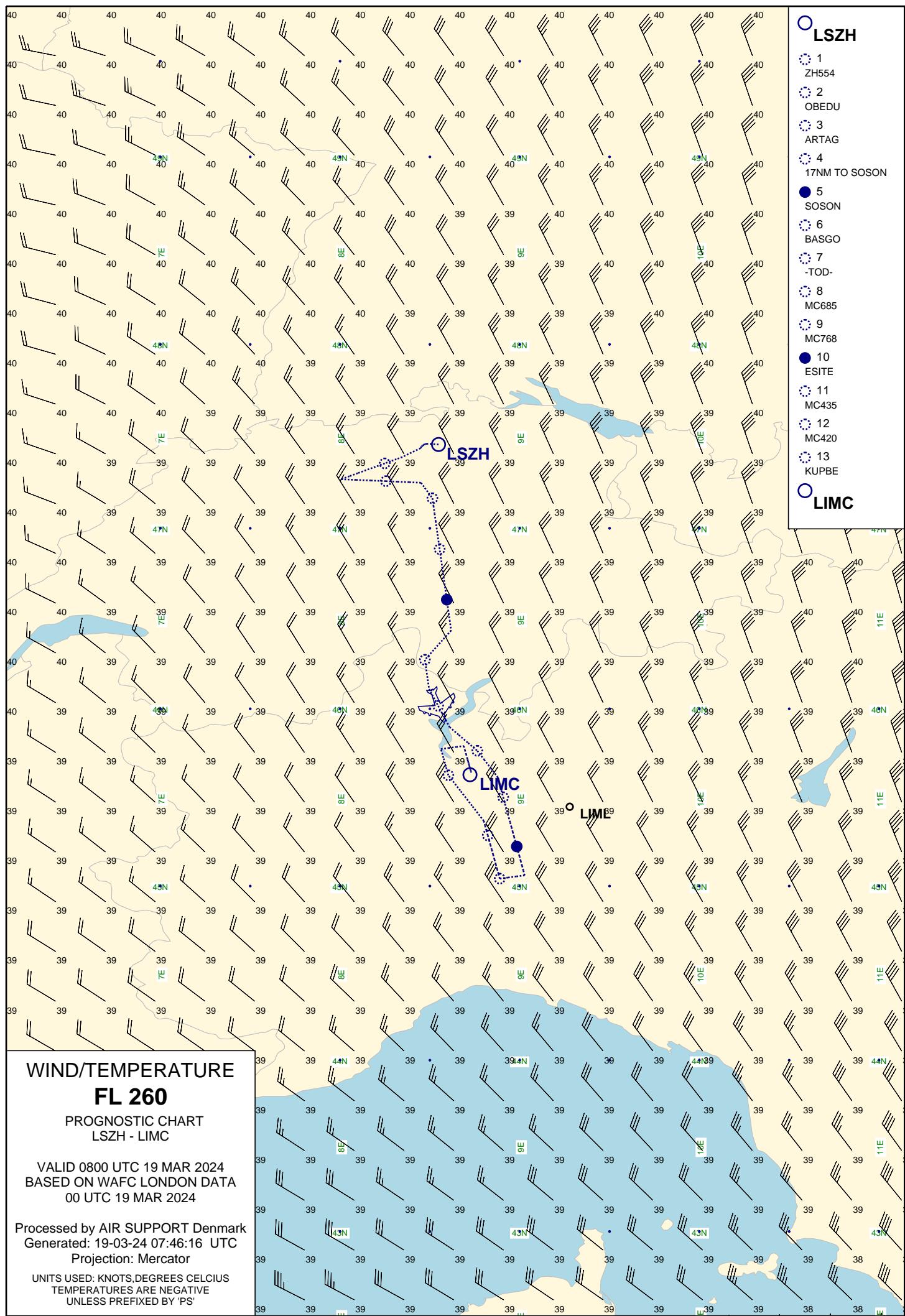
Flight LX1073(SWR890M)-FRA-ZRH (STD 191345)

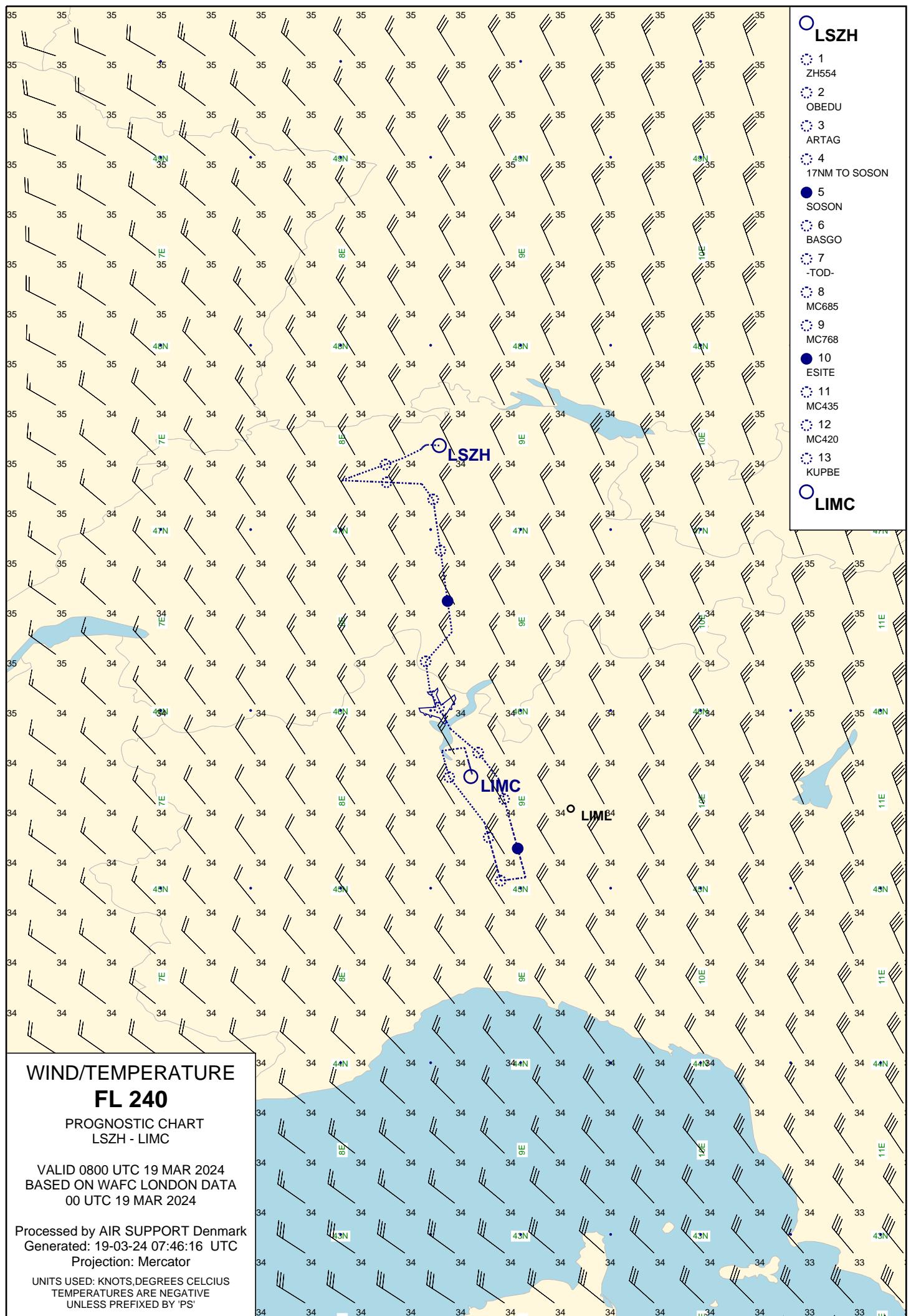
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FF EKBICPUF
181605 EUCHZMFP
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-BEGIN ADDR
 -FAC EKBICPUF
-END ADDR
-IFPLID AA57021896
-BEGIN MSGSUM -ARCID SWR890M -ADEX EDDF -ADES LSZH -EOBT 1345
-EOBD 240319 -ORGN EKBICPUF -END MSGSUM

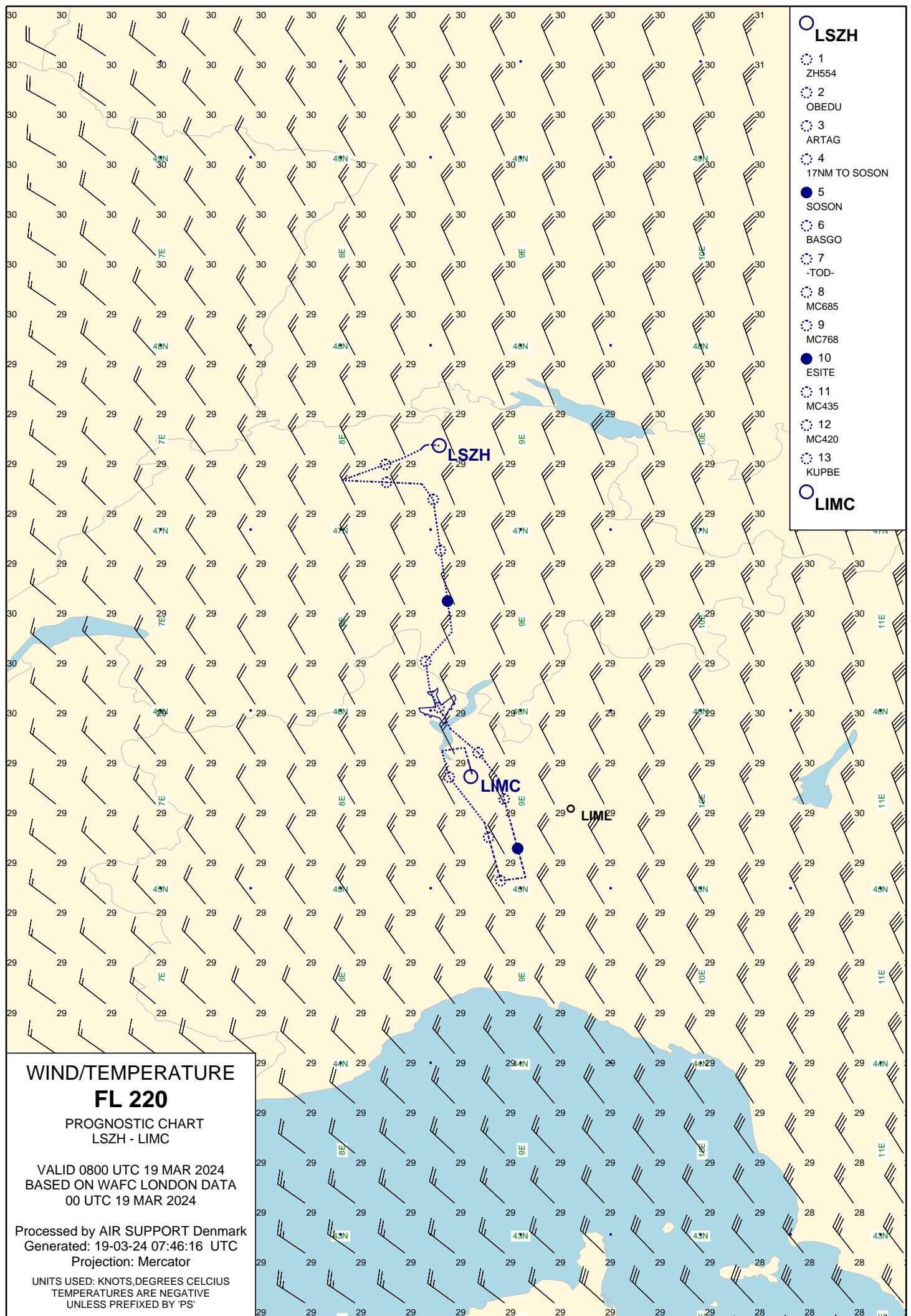
BIV609 181605
FF EUCHZMFP EUCBZMFP
181605 EKBICPUF
(FPL-SWR890M-IS
-E190/M-SDE1E2E3FGIRWYZ/LB1

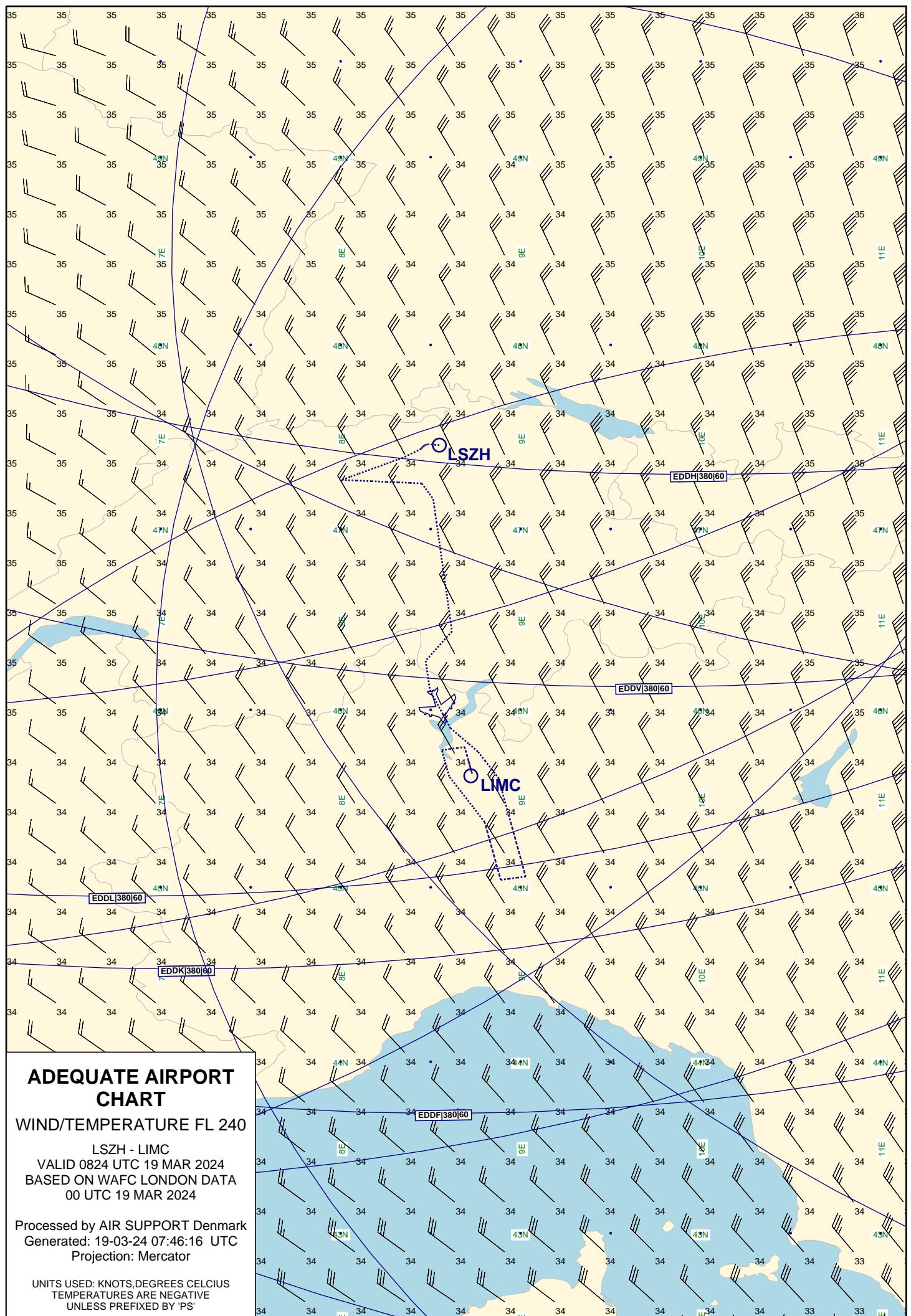
-EDDF1345
-N0391F220 ANEKILY ANEKI/N0400F230 Y163 NEKLO Y171 INKAM T725 LAMGO T721 RILAX
-LSZH0040 LFSB
-PBN/A1B1C1D1O1S1S2T1 DAT/CPDLCX DOF/240319 REG/HBJVN EET/LSAS0024
SEL/DKCG CODE/4B19F3 RVR/175 OPR/OAW RMK/OPS TEL 0041442708530)

End of Short ICAO ATC Flight Plans







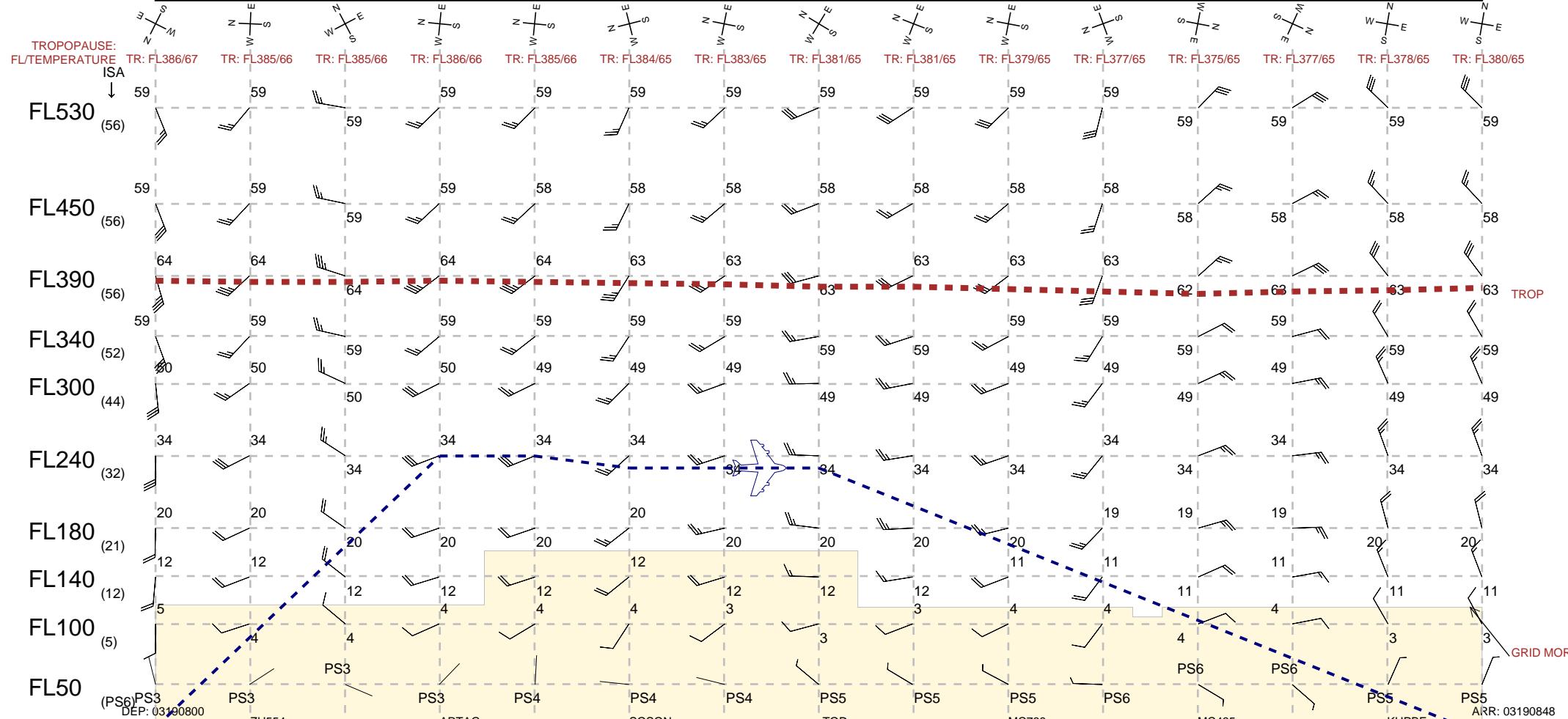


Units used: KNOTS,
DEGREES CELCIUS
Temperatures are negative
unless prefixed by 'PS'

VERTICAL CROSS SECTION ALONG THE ROUTE LSZH - LIMC

WIND, TEMPERATURE, TROPOAUSE, ICING AND TURBULENCE FORECAST

Based on WAFS data
00 UTC 19 MAR 2024
Processed by
AIR SUPPORT Denmark



HEAD- AND	FL530: H 008	FL530: T 016	FL530: T 024	FL530: T 018	FL530: T 018	FL530: T 011	FL530: T 020	FL530: T 026	FL530: T 024	FL530: T 021	FL530: T 007	FL530: H 020	FL530: H 024	FL530: T 021	FL530: T 021	
TAILWIND	FL480: H 011	FL480: T 014	FL480: T 024	FL480: T 016	FL480: T 016	FL480: T 008	FL480: T 016	FL480: T 022	FL480: T 021	FL480: T 017	FL480: T 006	FL480: H 018	FL480: H 021	FL480: T 021	FL480: T 021	
COMPONENTS	FL450: H 010	FL450: T 019	FL450: T 027	FL450: T 020	FL450: T 020	FL450: T 012	FL450: T 020	FL450: T 024	FL450: T 022	FL450: T 020	FL450: T 008	FL450: H 018	FL450: H 022	FL450: T 018	FL450: T 018	
IN KNOTS	FL410: H 010	FL410: T 025	FL410: T 032	FL410: T 032	FL410: T 026	FL410: T 026	FL410: T 018	FL410: T 027	M FL416: T 033	M FL425: T 031	M FL427: T 028	M FL431: T 011	M FL443: H 024	M FL440: H 029	M FL430: T 023	M FL431: T 023
H=HEAD	M FL389: H 011	M FL390: T 025	M FL390: T 032	M FL390: T 028	M FL390: T 027	M FL390: T 018	M FL390: T 026	M FL390: T 030	M FL390: T 027	M FL390: T 024	M FL390: T 010	M FL390: H 020	M FL390: H 025	M FL390: T 018	M FL390: T 018	
T=TAIL	FL360: H 012	FL360: T 020	FL360: T 029	FL360: T 022	FL360: T 022	FL360: T 015	FL360: T 023	FL360: T 026	FL360: T 024	FL360: T 021	FL360: T 009	FL360: H 018	FL360: H 022	FL360: T 015	FL360: T 016	
M=MAX WIND	FL340: H 009	FL340: T 018	FL340: T 026	FL340: T 021	FL340: T 021	FL340: T 014	FL340: T 020	FL340: T 023	FL340: T 023	FL340: T 022	FL340: T 013	FL340: H 019	FL340: H 021	FL340: T 011	FL340: T 012	
	FL320: H 006	FL320: T 020	FL320: T 024	FL320: T 023	FL320: T 022	FL320: T 016	FL320: T 022	FL320: T 024	FL320: T 025	FL320: T 023	FL320: T 014	FL320: H 020	FL320: H 022	FL320: T 011	FL320: T 011	
	FL300: H 003	FL300: T 022	FL300: T 024	FL300: T 025	FL300: T 025	FL300: T 020	FL300: T 023	FL300: T 024	FL300: T 026	FL300: T 025	FL300: T 016	FL300: H 021	FL300: H 023	FL300: T 010	FL300: T 010	
	FL270: H 001	FL270: T 024	FL270: T 024	FL270: T 027	FL270: T 026	FL270: T 021	FL270: T 025	FL270: T 025	FL270: T 027	FL270: T 026	FL270: T 018	FL270: H 025	FL270: H 026	FL270: T 009	FL270: T 009	
	FL240: 0	FL240: T 026	FL240: T 023	FL240: T 028	FL240: T 026	FL240: T 021	FL240: T 024	FL240: T 025	FL240: T 026	FL240: T 026	FL240: T 017	FL240: H 025	FL240: H 025	FL240: T 010	FL240: T 010	
	FL210: T 003	FL210: T 025	FL210: T 020	FL210: T 025	FL210: T 026	FL210: T 021	FL210: T 024	FL210: T 024	FL210: T 025	FL210: T 025	FL210: T 018	FL210: H 023	FL210: H 024	FL210: T 007	FL210: T 006	
	FL180: T 001	FL180: T 020	FL180: T 018	FL180: T 021	FL180: T 021	FL180: T 019	FL180: T 023	FL180: T 023	FL180: T 023	FL180: T 023	FL180: T 016	FL180: H 022	FL180: H 022	FL180: T 006	FL180: T 006	
	FL140: T 002	FL140: T 019	FL140: T 016	FL140: T 020	FL140: T 019	FL140: T 015	FL140: T 018	FL140: T 017	FL140: T 017	FL140: T 017	FL140: T 011	FL140: H 016	FL140: H 016	FL140: T 007	FL140: T 007	
	FL100: 0	FL100: T 009	FL100: T 007	FL100: T 009	FL100: T 007	FL100: T 005	FL100: T 007	FL100: T 009	FL100: T 010	FL100: T 010	FL100: T 008	FL100: H 011	FL100: H 010	FL100: T 006	FL100: T 005	
	FL80: H 003	FL80: T 001	FL80: T 002	FL80: T 001	FL80: T 002	FL80: T 002	FL80: T 003	FL80: T 003	FL80: T 005	FL80: T 005	FL80: T 003	FL80: H 004	FL80: T 003	FL80: T 003	FL80: T 003	
	FL50: T 001	FL50: H 001	FL50: H 001	FL50: 0	FL50: 0	FL50: 0	FL50: T 001	FL50: T 002	FL50: T 003	FL50: T 005	FL50: T 006	FL50: H 004	FL50: H 004	FL50: H 004	FL50: H 001	

SIGNIFICANT WEATHER
FIXED TIME PROGNOSTIC CHART
ROUTE LSZH - LIMC
FL 100-450

VALID 0600 UTC 19 MAR 2024
BASED ON WAFC LONDON DATA
Processed by AIR SUPPORT Denmark
Generated: 19-03-24 07:46:17 UTC
Projection: Lambert

CB IMPLIES TS, GR, MOD OR SEV TURBULENCE AND ICE
UNITS USED: HEIGHT IN FLIGHT LEVELS
CHECK SIGMET, ADVISORIES, ASHTAM
AND NOTAM FOR VOLCANIC ASH

IN-CLOUD TURBULENCE, IN-CLOUD ICING and CB AREAS

① XXX/170 XXX/170

② 140/200 140/200

③ XXX/190 XXX/190

④ ISOL EMBD CB XXX/300

⑤ XXX/180 XXX/180

CAT AREAS

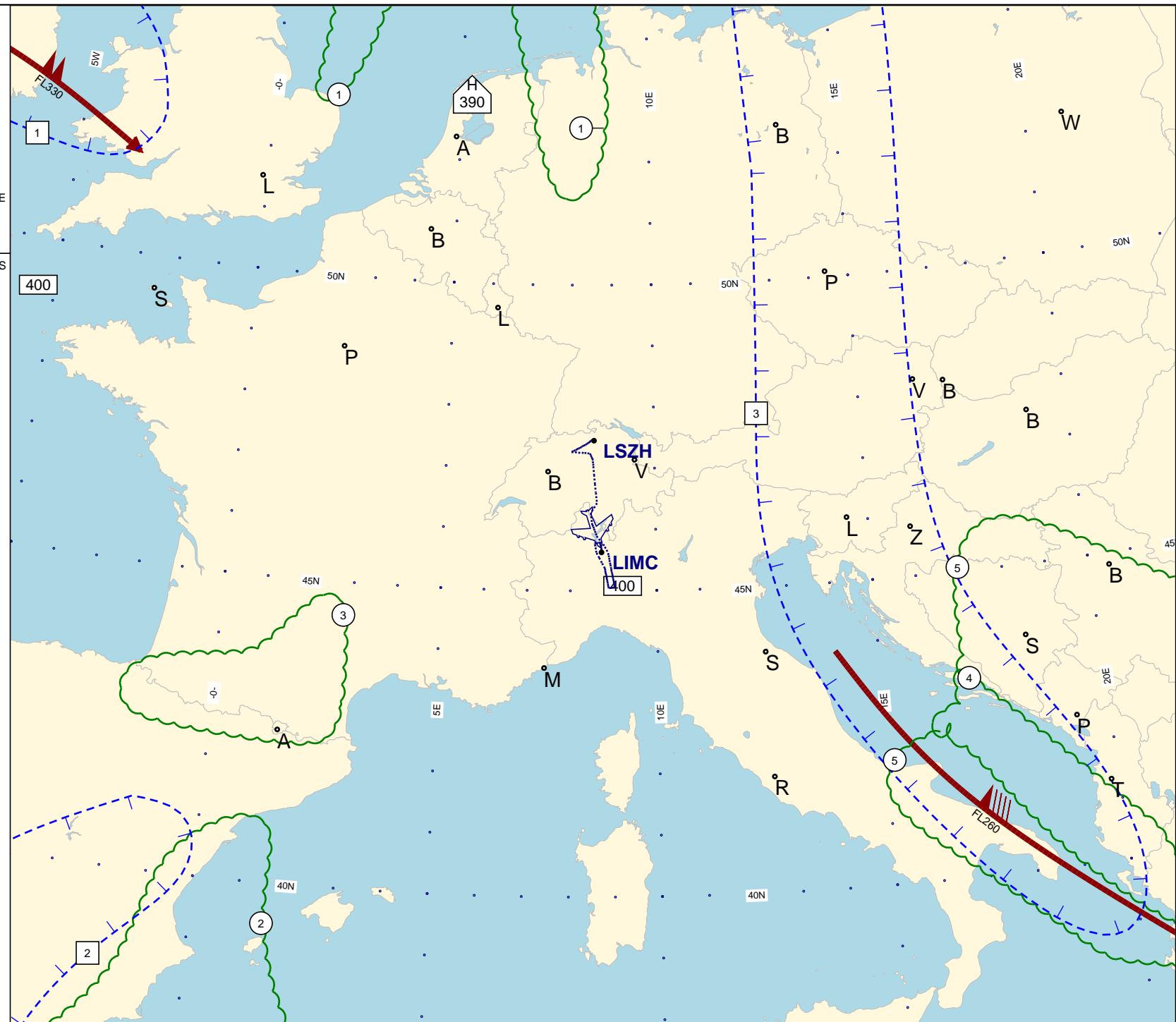
1 150/380

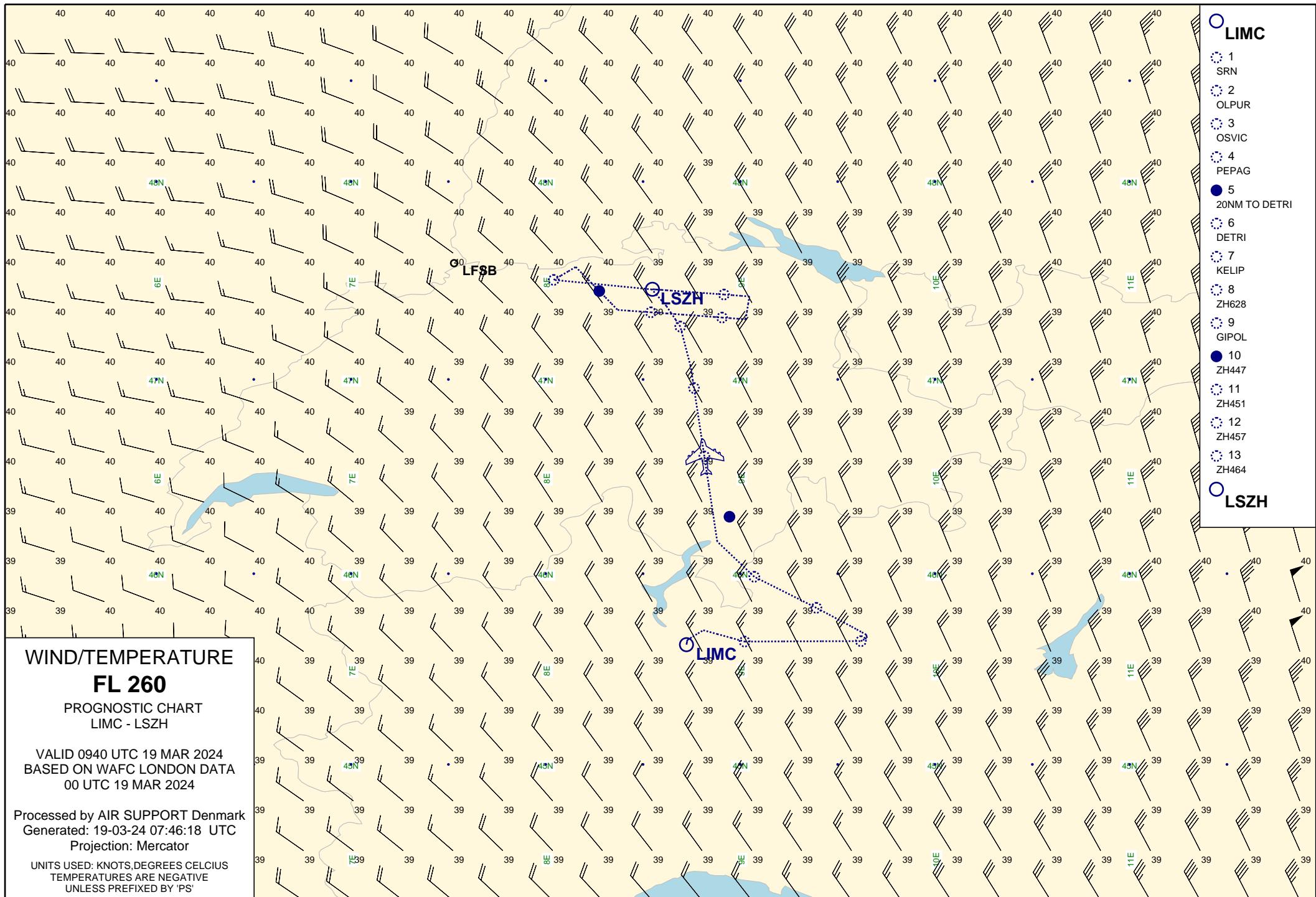
2 240/380

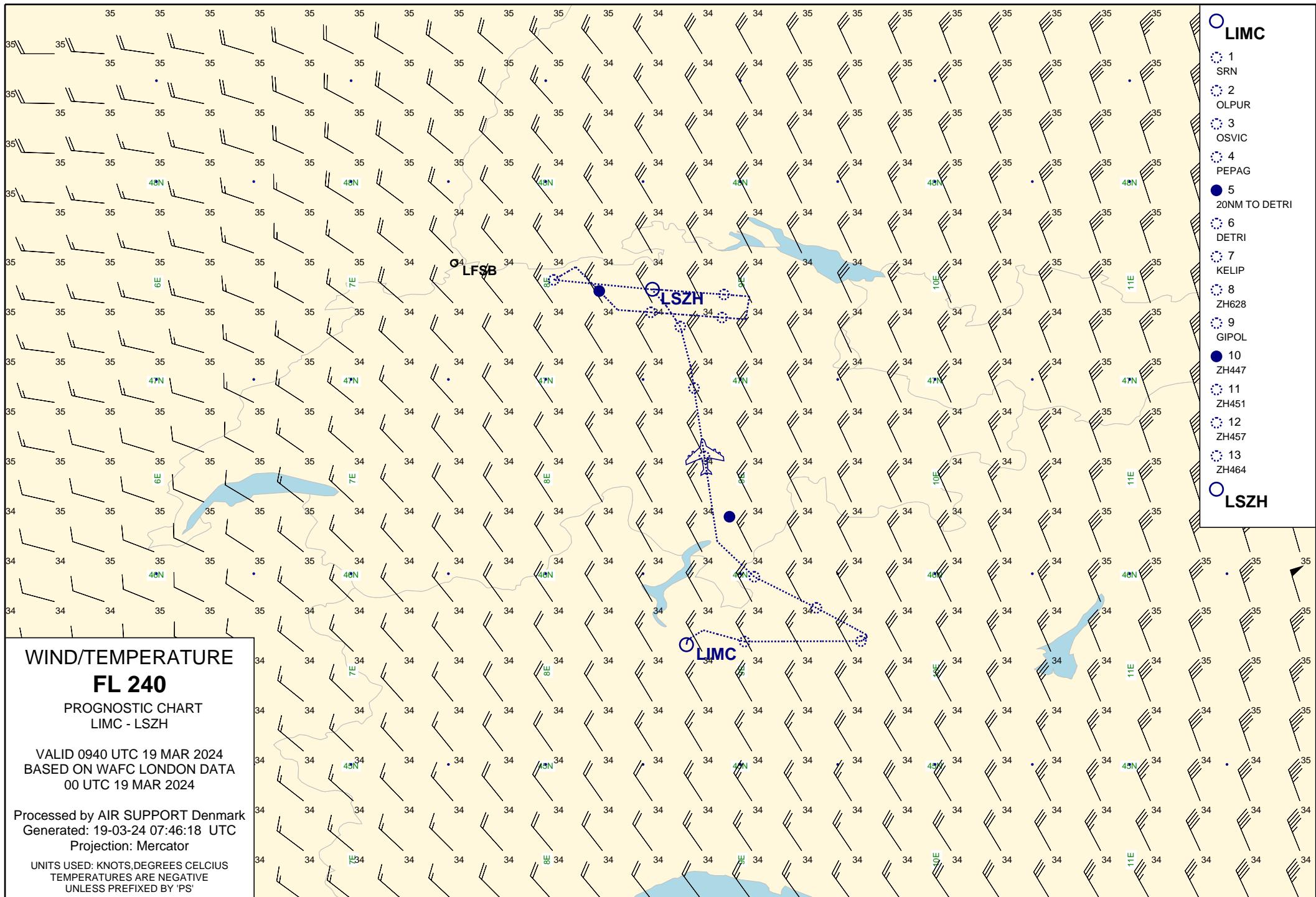
3 230/350

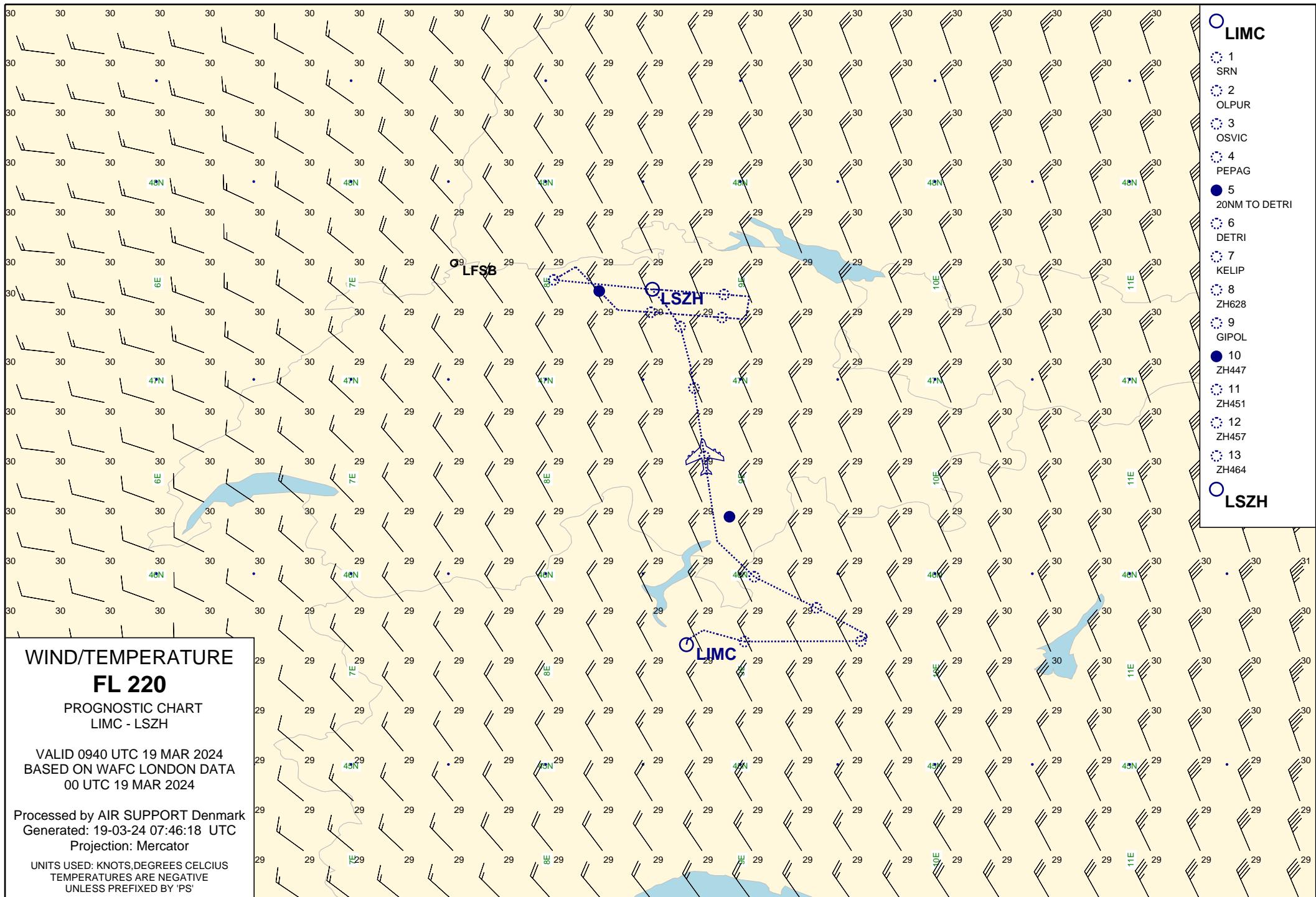
VOLCANIC ERUPTIONS

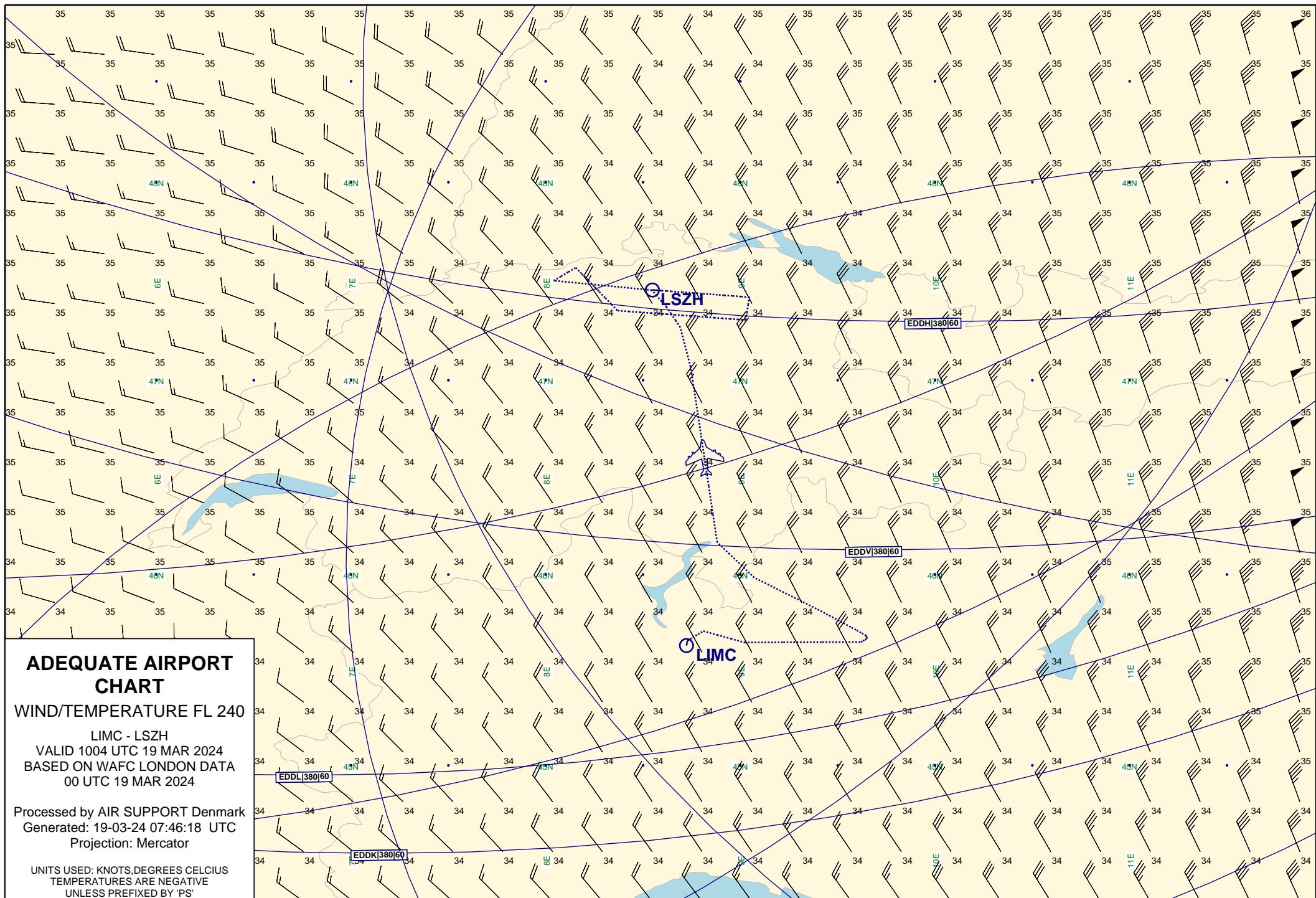
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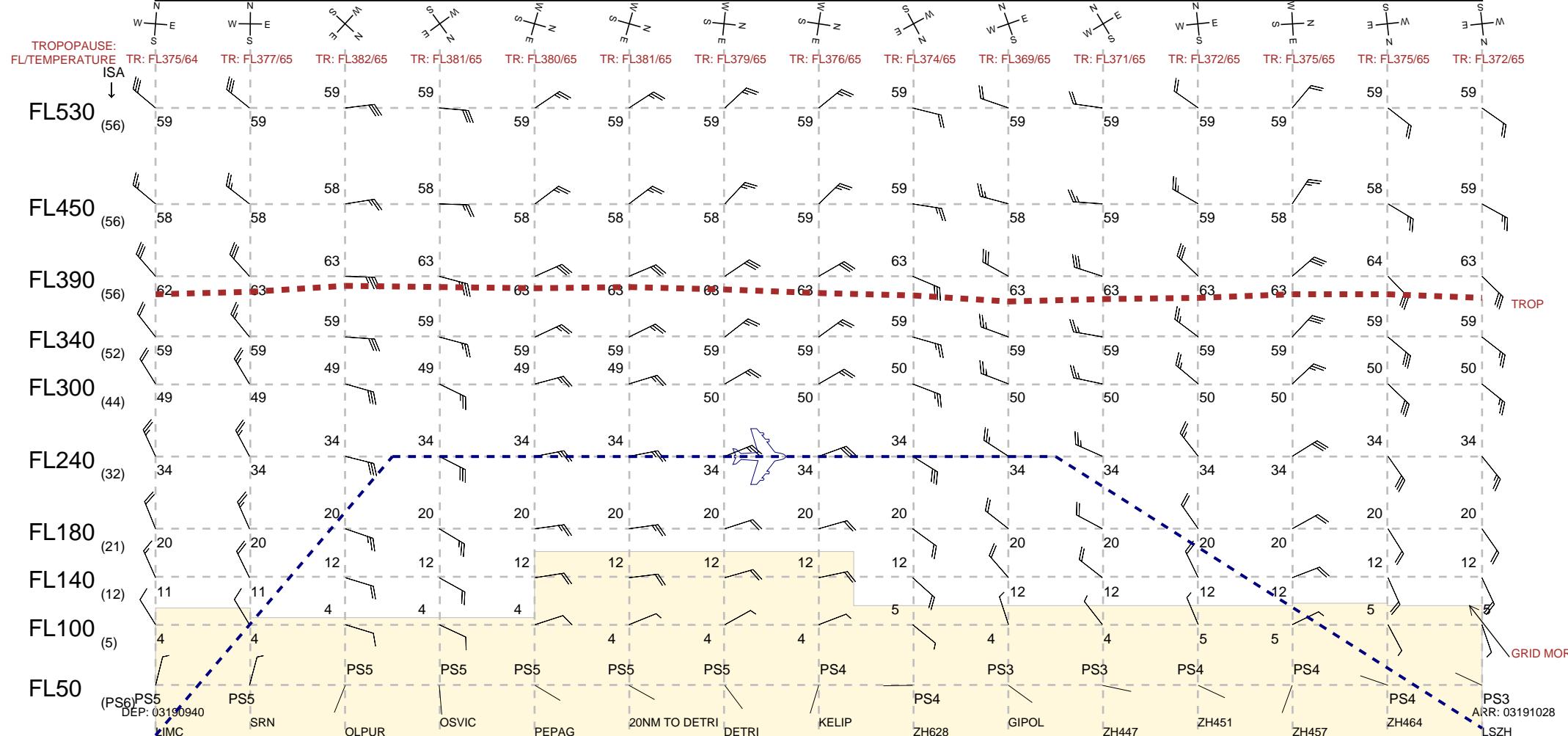


Units used: KNOTS,
DEGREES CELCIUS
Temperatures are negative
unless prefixed by 'PS'

VERTICAL CROSS SECTION ALONG THE ROUTE LIMC - LSZH

WIND, TEMPERATURE,TROPOPAUSE, ICING AND TURBULENCE FORECAST

Based on WAFFS data
00 UTC 19 MAR 2024
Processed by
AIR SUPPORT Denmark



HEAD- AND TAILWIND	FL530: T 022	FL530: T 022	FL530: H 027	FL530: H 027	FL530: H 022	FL530: H 021	FL530: H 018	FL530: H 018	FL530: H 021	FL530: T 021	FL530: T 022	FL530: T 019	FL530: H 014	FL530: H 017	FL530: H 018		
COMPONENTS IN KNOTS	FL480: T 023	FL480: T 025	FL480: H 027	FL480: H 027	FL480: H 019	FL480: H 018	FL480: H 015	FL480: H 016	FL480: H 026	FL480: T 025	FL480: T 026	FL480: T 025	FL480: H 012	FL480: H 025	FL480: H 024		
H=HEAD T=TAIL	M FL452: T 023	M FL450: T 020	M FL450: H 025	M FL450: H 025	M FL450: H 020	M FL450: H 020	M FL450: H 017	M FL450: H 018	M FL450: H 025	M FL450: T 025	M FL450: T 026	M FL450: T 023	M FL450: H 014	M FL450: H 023	M FL450: H 022		
M=MAX WIND	FL450: T 020	M FL441: T 024	M FL417: H 034	M FL420: H 033	M FL419: H 029	M FL410: H 028	M FL410: H 027	M FL402: H 029	M FL391: H 027	M FL390: H 026	M FL390: H 028	M FL390: T 029	M FL390: H 024	M FL390: H 022	M FL390: H 022		
	FL410: T 018	FL410: T 021	FL410: H 032	FL410: H 031	FL410: H 031	FL410: H 027	M FL402: H 029	M FL391: H 027	M FL390: H 029	M FL390: H 025	M FL379: H 027	M FL368: H 030	M FL370: T 027	M FL368: T 030	M FL368: T 024		
	FL390: T 019	FL390: T 021	FL390: H 033	FL390: H 033	FL390: H 028	FL390: H 028	FL390: H 029	FL390: H 025	M FL379: H 027	M FL368: H 030	M FL370: T 027	M FL368: T 030	M FL367: H 024	M FL363: H 024	M FL364: H 023		
	FL360: T 016	FL360: T 018	FL360: H 029	FL360: H 028	FL360: H 024	FL360: H 024	FL360: H 025	FL360: H 021	FL360: H 022	FL360: H 027	FL360: T 026	FL360: T 027	FL360: T 023	FL360: H 020	FL360: H 023	FL360: H 022	
	FL340: T 013	FL340: T 015	FL340: H 027	FL340: H 027	FL340: H 026	FL340: H 022	FL340: H 022	FL340: H 019	FL340: H 020	FL340: H 025	FL340: T 024	FL340: T 026	FL340: T 021	FL340: H 018	FL340: H 021	FL340: H 021	
	FL320: T 013	FL320: T 014	FL320: H 027	FL320: H 027	FL320: H 025	FL320: H 022	FL320: H 022	FL320: H 019	FL320: H 020	FL320: H 023	FL320: T 022	FL320: T 024	FL320: T 020	FL320: H 018	FL320: H 020	FL320: H 020	
	FL300: T 012	FL300: T 013	FL300: H 027	FL300: H 027	FL300: H 024	FL300: H 024	FL300: H 024	FL300: H 022	FL300: H 020	FL300: H 021	FL300: H 024	FL300: T 022	FL300: T 024	FL300: T 020	FL300: H 019	FL300: H 020	FL300: H 020
	FL270: T 010	FL270: T 012	FL270: H 027	FL270: H 027	FL270: H 024	FL270: H 025	FL270: H 024	FL270: H 022	FL270: H 023	FL270: H 024	FL270: T 022	FL270: T 024	FL270: T 019	FL270: H 021	FL270: H 019	FL270: H 019	
	FL240: T 011	FL240: T 013	FL240: H 027	FL240: H 027	FL240: H 024	FL240: H 025	FL240: H 025	FL240: H 025	FL240: H 026	FL240: H 023	FL240: T 020	FL240: T 023	FL240: T 016	FL240: H 024	FL240: H 016	FL240: H 016	
	FL210: T 009	FL210: T 011	FL210: H 024	FL210: H 021	FL210: H 021	FL210: H 024	FL210: H 023	FL210: H 023	FL210: H 024	FL210: H 019	FL210: T 017	FL210: T 019	FL210: T 012	FL210: H 022	FL210: H 012	FL210: H 012	
	FL180: T 009	FL180: T 010	FL180: H 023	FL180: H 023	FL180: H 020	FL180: H 022	FL180: H 022	FL180: H 020	FL180: H 020	FL180: H 017	FL180: T 016	FL180: T 018	FL180: T 012	FL180: H 019	FL180: H 011	FL180: H 011	
	FL140: T 007	FL140: T 009	FL140: H 020	FL140: H 017	FL140: H 018	FL140: H 018	FL140: H 017	FL140: H 018	FL140: H 018	FL140: H 014	FL140: T 012	FL140: T 015	FL140: T 009	FL140: H 018	FL140: H 008	FL140: H 008	
	FL100: T 005	FL100: T 005	FL100: H 010	FL100: H 009	FL100: H 007	FL100: H 006	FL100: H 006	FL100: H 006	FL100: H 005	FL100: T 003	FL100: T 005	FL100: T 003	FL100: H 006	FL100: H 003	FL100: H 001	FL100: H 001	
	FL80: T 004	FL80: T 004	FL80: H 002	FL80: H 002	FL80: H 001	FL80: T 001	FL80: T 002	FL80: H 002	FL80: H 001	FL80: H 001	FL80: H 001						
	FL50: H 001	FL50: 0	FL50: T 001	FL50: 0	FL50: H 001	FL50: 0	FL50: 0	FL50: 0	FL50: T 001	FL50: T 002	FL50: 0	FL50: H 001	FL50: H 001	FL50: T 001	FL50: T 002	FL50: T 002	

SIGNIFICANT WEATHER
FIXED TIME PROGNOSTIC CHART
ROUTE LIMC - LSZH
FL 100-450

VALID 1200 UTC 19 MAR 2024
BASED ON WAFC LONDON DATA
Processed by AIR SUPPORT Denmark
Generated: 19-03-24 07:46:18 UTC
Projection: Lambert

CB IMPLIES TS, GR, MOD OR SEV TURBULENCE AND ICE
UNITS USED: HEIGHT IN FLIGHT LEVELS
CHECK SIGMET, ADVISORIES, ASHTAM
AND NOTAM FOR VOLCANIC ASH

IN-CLOUD TURBULENCE, IN-CLOUD ICING and CB AREAS

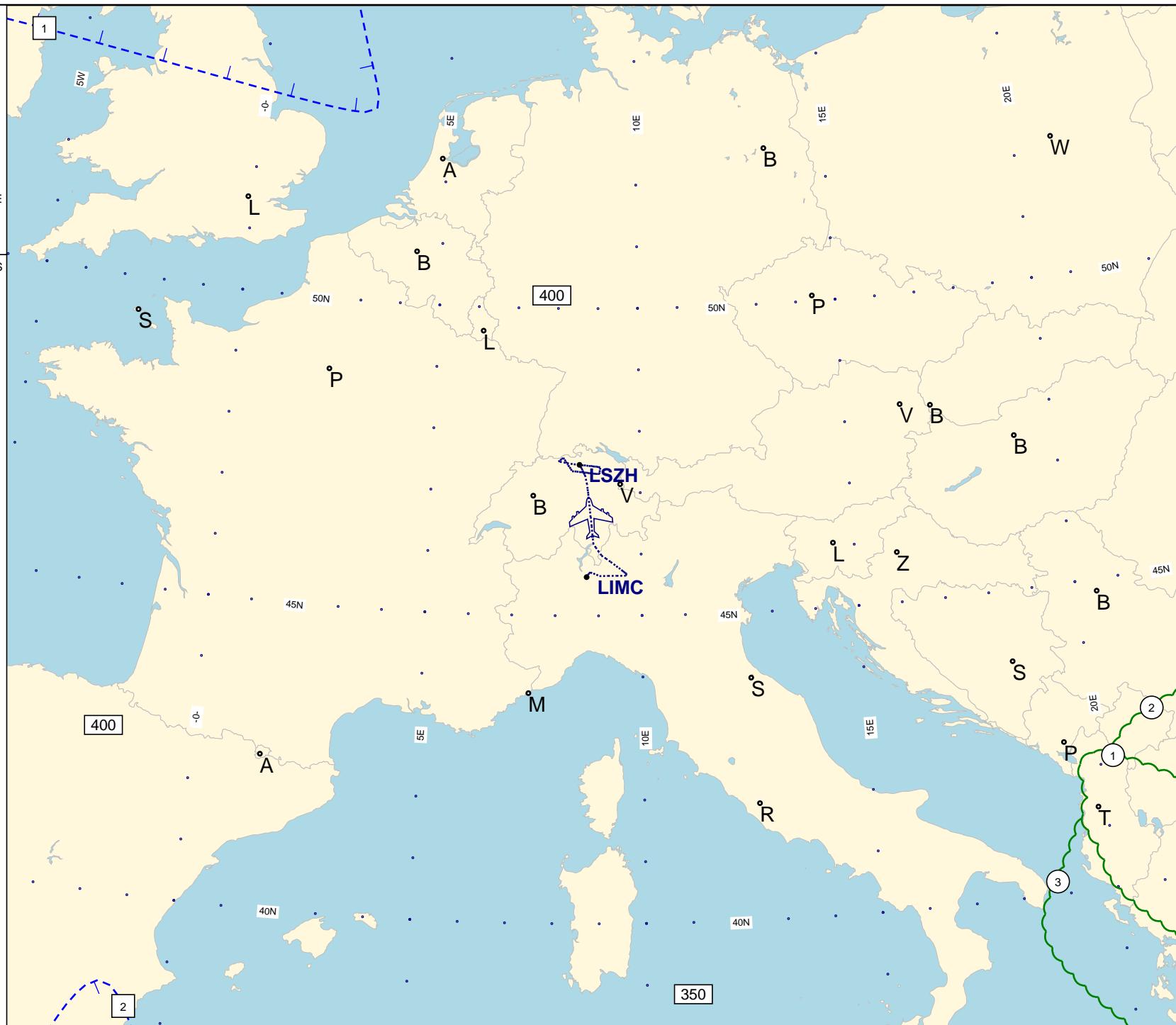
- ① ISOL EMBD CB XXX/300
- ② XXX/170 XXX/170
- ③ XXX/160 XXX/160

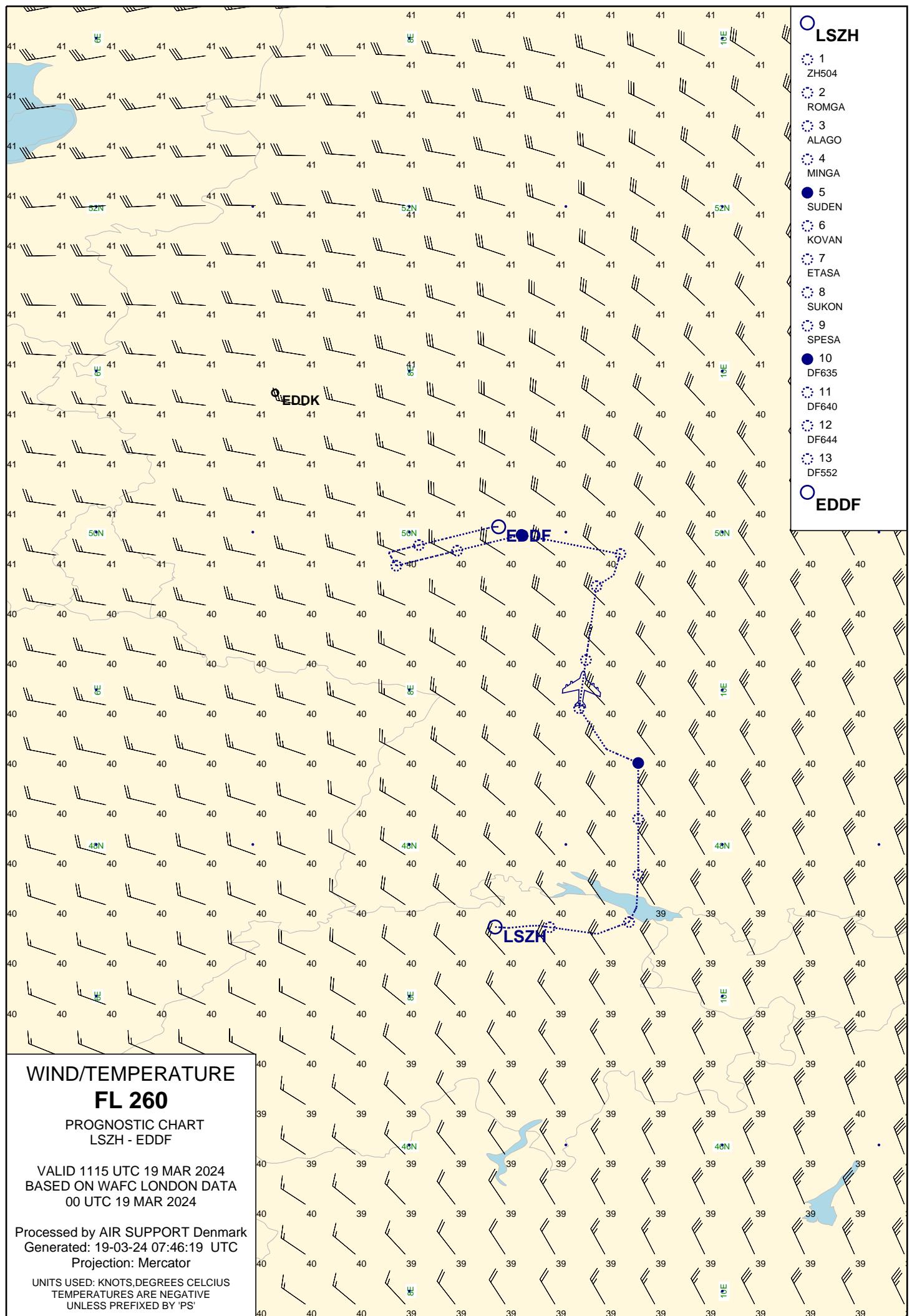
CAT AREAS

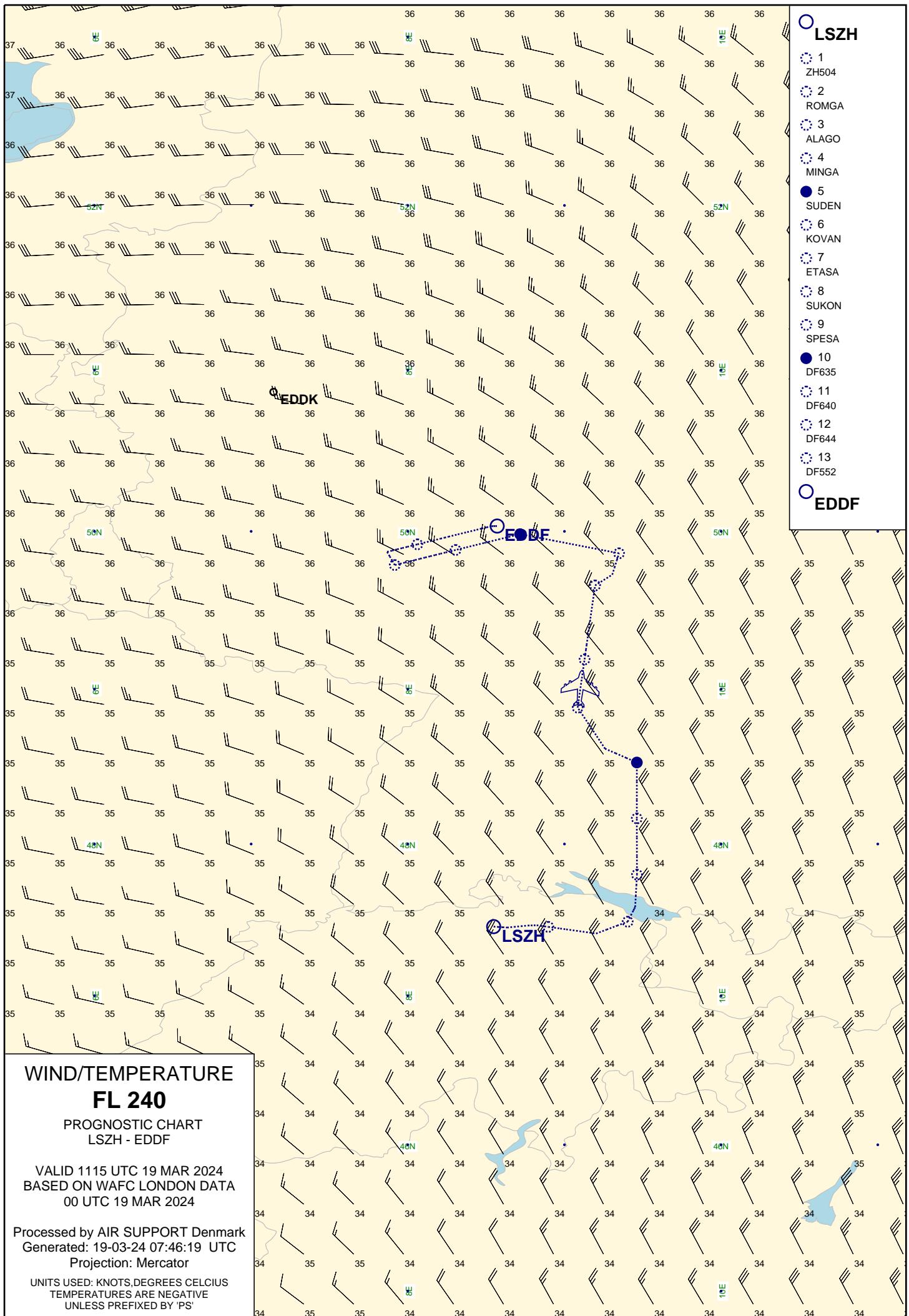
- [1] 150/380
- [2] 240/380

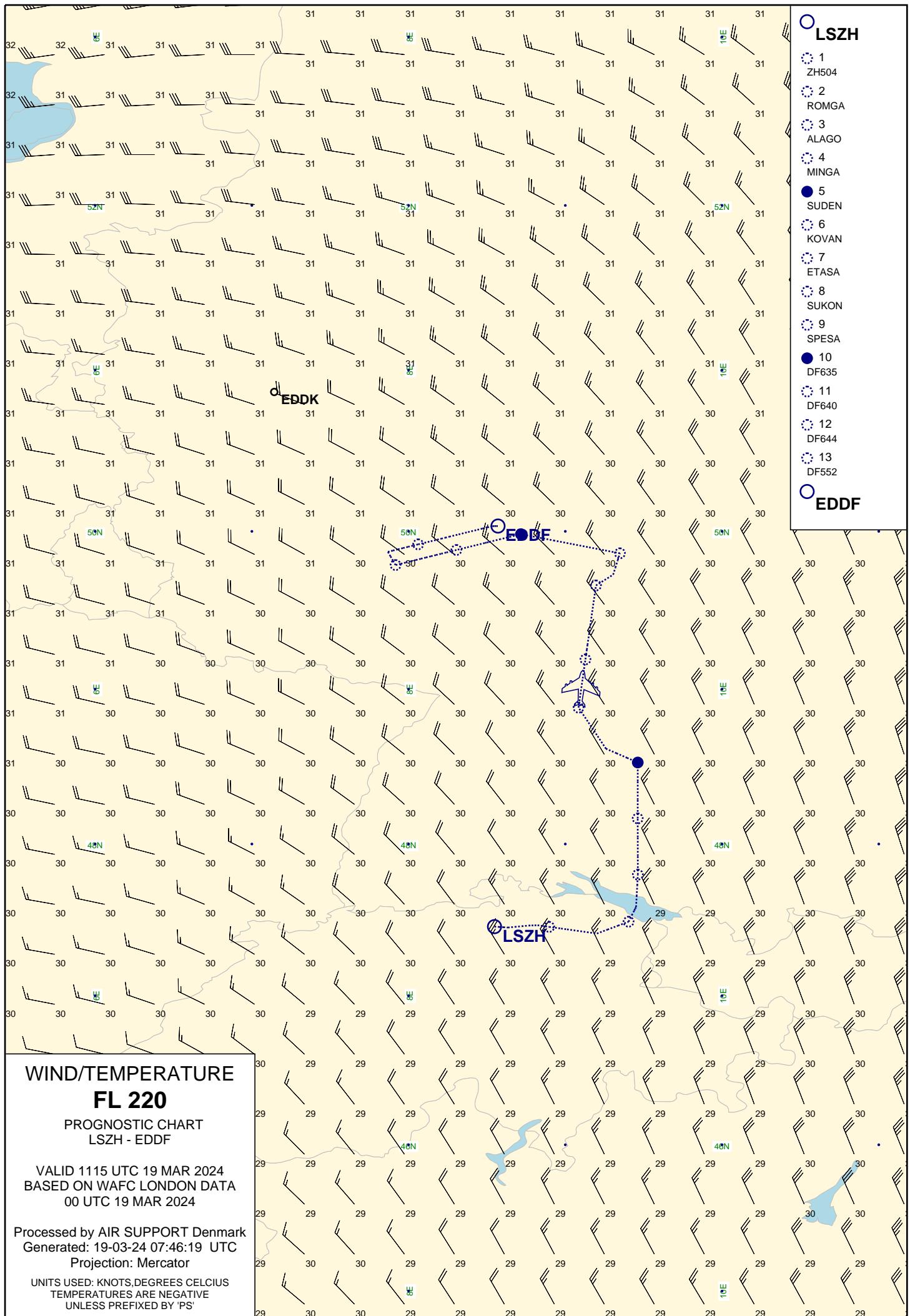
VOLCANIC ERUPTIONS

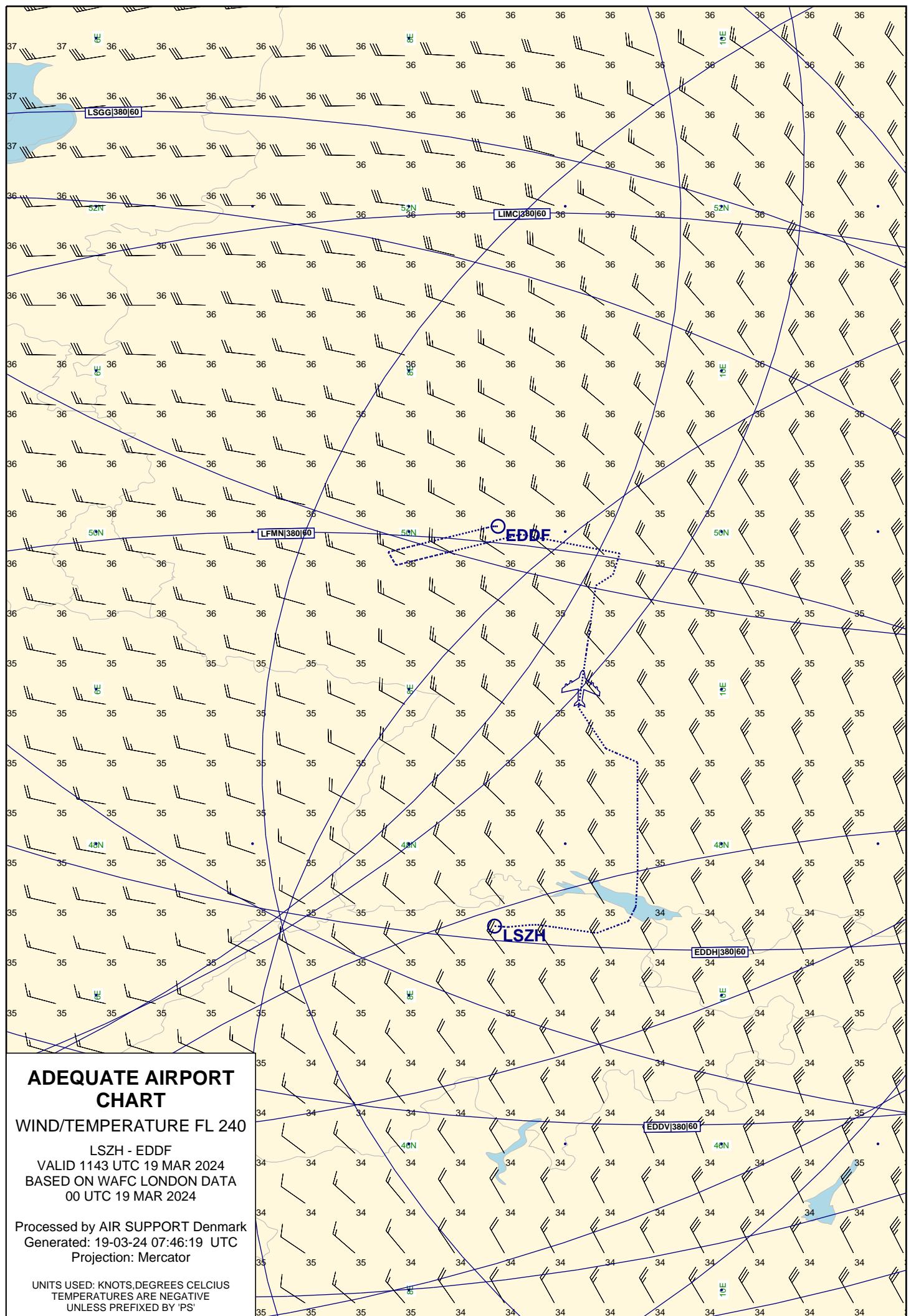
-NIL ON THE CHART AREA







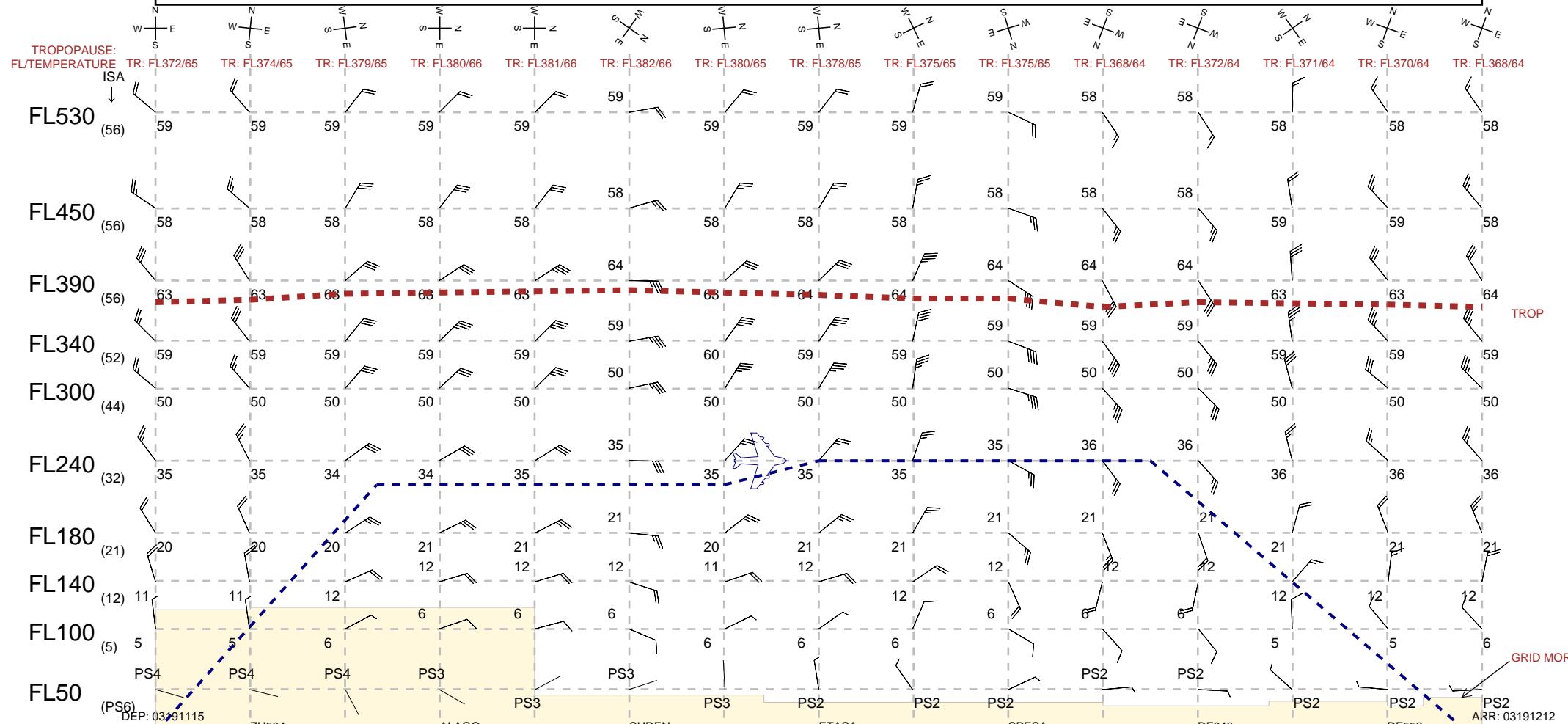




Units used: KNOTS,
DEGREES CELCIUS
Temperatures are negative
unless prefixed by 'PS'

VERTICAL CROSS SECTION ALONG THE ROUTE LSZH - EDDF
WIND, TEMPERATURE,TROPOPAUSE, ICING AND TURBULENCE FORECAST

Based on WAFS data
00 UTC 19 MAR 2024
Processed by
AIR SUPPORT Denmark



HEAD- AND
TAILWIND
COMPONENTS
IN KNOTS
H=HEAD
T=TAIL
M=MAX WIND

FL530: T 017	FL530: T 014	FL530: H 013	FL530: H 015	FL530: H 015	FL530: H 020	FL530: H 012	FL530: H 011	FL530: H 004	FL530: H 016	FL530: H 009	FL530: H 009	FL530: 0	FL530: T 010	FL530: T 010
FL480: T 023	FL480: T 022	FL480: H 013	FL480: H 016	FL480: H 016	FL480: H 024	FL480: H 012	FL480: H 013	FL480: H 005	FL480: H 021	FL480: H 013	FL480: H 014	FL480: T 003	FL480: T 015	FL480: T 014
FL450: T 022	FL450: T 020	FL450: H 014	FL450: H 017	FL450: H 017	FL450: H 025	FL450: H 013	FL450: H 013	FL450: H 004	FL450: H 024	FL450: H 015	FL450: H 015	FL450: T 004	FL450: T 016	FL450: T 016
FL410: T 020	FL410: T 016	FL410: H 022	FL410: H 025	FL410: H 025	FL410: H 030	FL410: H 022	FL410: H 021	FL410: H 011	FL410: H 025	FL410: H 012	FL410: H 014	FL410: 0	FL410: T 017	FL410: T 015
FL390: T 019	FL390: T 016	FL390: H 024	FL390: H 026	FL390: H 027	FL390: H 032	FL390: H 023	FL390: H 022	FL390: H 013	FL390: H 027	FL390: H 014	FL390: H 017	FL390: T 003	FL390: T 020	FL390: T 017
M FL364: T 022	M FL362: T 020	M FL363: H 025	M FL362: H 029	M FL360: H 025	M FL360: H 029	M FL358: H 038	M FL355: H 024	M FL355: H 024	M FL352: H 023	M FL348: H 010	M FL346: H 036	M FL344: H 021	M FL342: H 022	M FL341: H 001
FL360: T 019	FL360: T 016	FL360: H 022	FL360: H 024	FL360: H 029	M FL360: H 029	M FL358: H 038	M FL355: H 024	M FL352: H 023	M FL348: H 010	M FL346: H 036	M FL344: H 021	M FL342: T 024	M FL340: T 024	M FL342: T 025
FL340: T 020	FL340: T 018	FL340: H 019	FL340: H 023	FL340: H 024	FL340: H 035	FL340: H 020	FL340: H 021	FL340: H 007	FL340: H 037	FL340: H 022	FL340: H 022	FL340: T 005	M FL339: T 024	FL340: T 024
FL320: T 020	FL320: T 019	FL320: H 018	FL320: H 022	FL320: H 024	FL320: H 035	FL320: H 020	FL320: H 019	FL320: H 005	FL320: H 038	FL320: H 026	FL320: H 027	FL320: T 010	FL320: T 029	FL320: T 028
FL300: T 020	FL300: T 018	FL300: H 019	FL300: H 023	FL300: H 023	FL300: H 034	FL300: H 017	FL300: H 017	FL300: H 004	FL300: H 033	FL300: H 021	FL300: H 022	FL300: T 009	FL300: T 025	FL300: T 024
FL270: T 019	FL270: T 017	FL270: H 021	FL270: H 023	FL270: H 022	FL270: H 029	FL270: H 015	FL270: H 015	FL270: H 005	FL270: H 030	FL270: H 020	FL270: H 022	FL270: T 010	FL270: T 024	FL270: T 022
FL240: T 016	FL240: T 013	FL240: H 023	FL240: H 025	FL240: H 024	FL240: H 028	FL240: H 017	FL240: H 017	FL240: H 008	FL240: H 023	FL240: H 014	FL240: H 016	FL240: T 006	FL240: T 018	FL240: T 017
FL210: T 012	FL210: T 009	FL210: H 021	FL210: H 022	FL210: H 022	FL210: H 023	FL210: H 016	FL210: H 016	FL210: H 009	FL210: H 021	FL210: H 012	FL210: H 011	FL210: 0	FL210: T 012	FL210: T 014
FL180: T 011	FL180: T 009	FL180: H 020	FL180: H 021	FL180: H 021	FL180: H 023	FL180: H 018	FL180: H 018	FL180: H 012	FL180: H 018	FL180: H 008	FL180: H 007	FL180: H 005	FL180: T 008	FL180: T 009
FL140: T 006	FL140: T 004	FL140: H 019	FL140: H 020	FL140: H 020	FL140: H 019	FL140: H 019	FL140: H 020	FL140: H 018	FL140: H 008	FL140: T 006	FL140: H 009	FL140: H 001	FL140: H 003	FL140: H 003
FL100: T 001	FL100: T 001	FL100: H 006	FL100: H 007	FL100: H 007	FL100: H 007	FL100: H 007	FL100: H 005	FL100: H 005	FL100: H 003	FL100: H 006	FL100: H 005	FL100: T 001	FL100: T 007	FL100: T 007
FL80: T 001	FL80: T 001	FL80: H 001	FL80: H 002	FL80: H 003	FL80: H 005	FL80: H 003	FL80: H 002	FL80: T 002	FL80: H 005	FL80: H 005	FL80: H 006	FL80: T 005	FL80: T 008	FL80: T 007
FL50: H 001	FL50: H 001	FL50: 0	FL50: 0	FL50: 0	FL50: H 001	FL50: T 001	FL50: T 001	FL50: H 004	FL50: H 003	FL50: H 003	FL50: T 003	FL50: T 004	FL50: T 004	FL50: T 004

SIGNIFICANT WEATHER
FIXED TIME PROGNOSTIC CHART
ROUTE LSZH - EDDF

FL 100-450

VALID 1200 UTC 19 MAR 2024
BASED ON WAFC LONDON DATA
Processed by AIR SUPPORT Denmark
Generated: 19-03-24 07:46:19 UTC
Projection: Lambert

CB IMPLIES TS, GR, MOD OR SEV TURBULENCE AND ICE
UNITS USED: HEIGHT IN FLIGHT LEVELS
CHECK SIGMET, ADVISORIES, ASHTAM
AND NOTAM FOR VOLCANIC ASH

IN-CLOUD TURBULENCE, IN-CLOUD ICING and CB AREAS

① XXX/170 XXX/170

② ISOL EMBD CB XXX/300

③ XXX/160 XXX/160

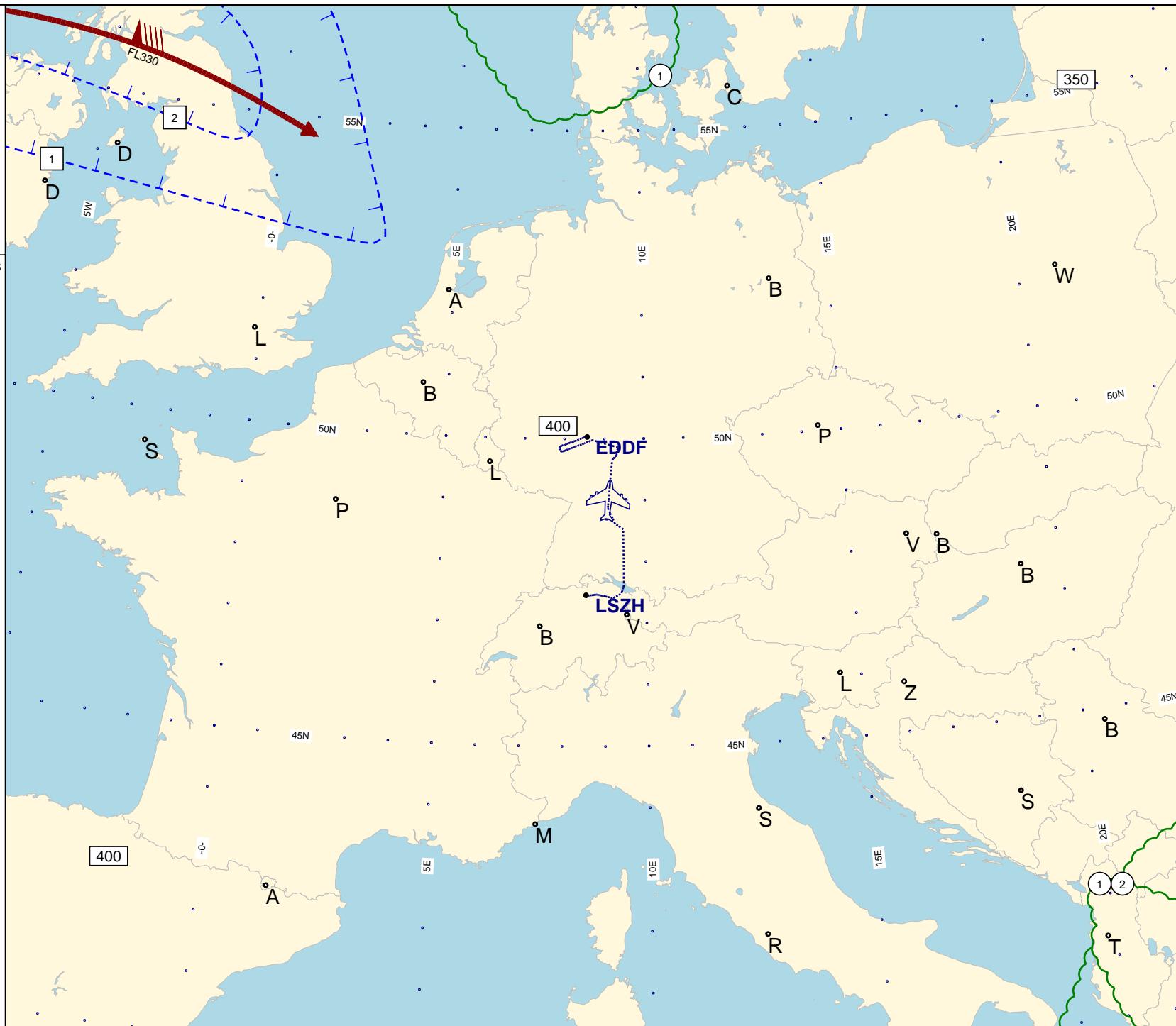
CAT AREAS

① 150/380

② OCNL 260/350

VOLCANIC ERUPTIONS

-NIL ON THE CHART AREA



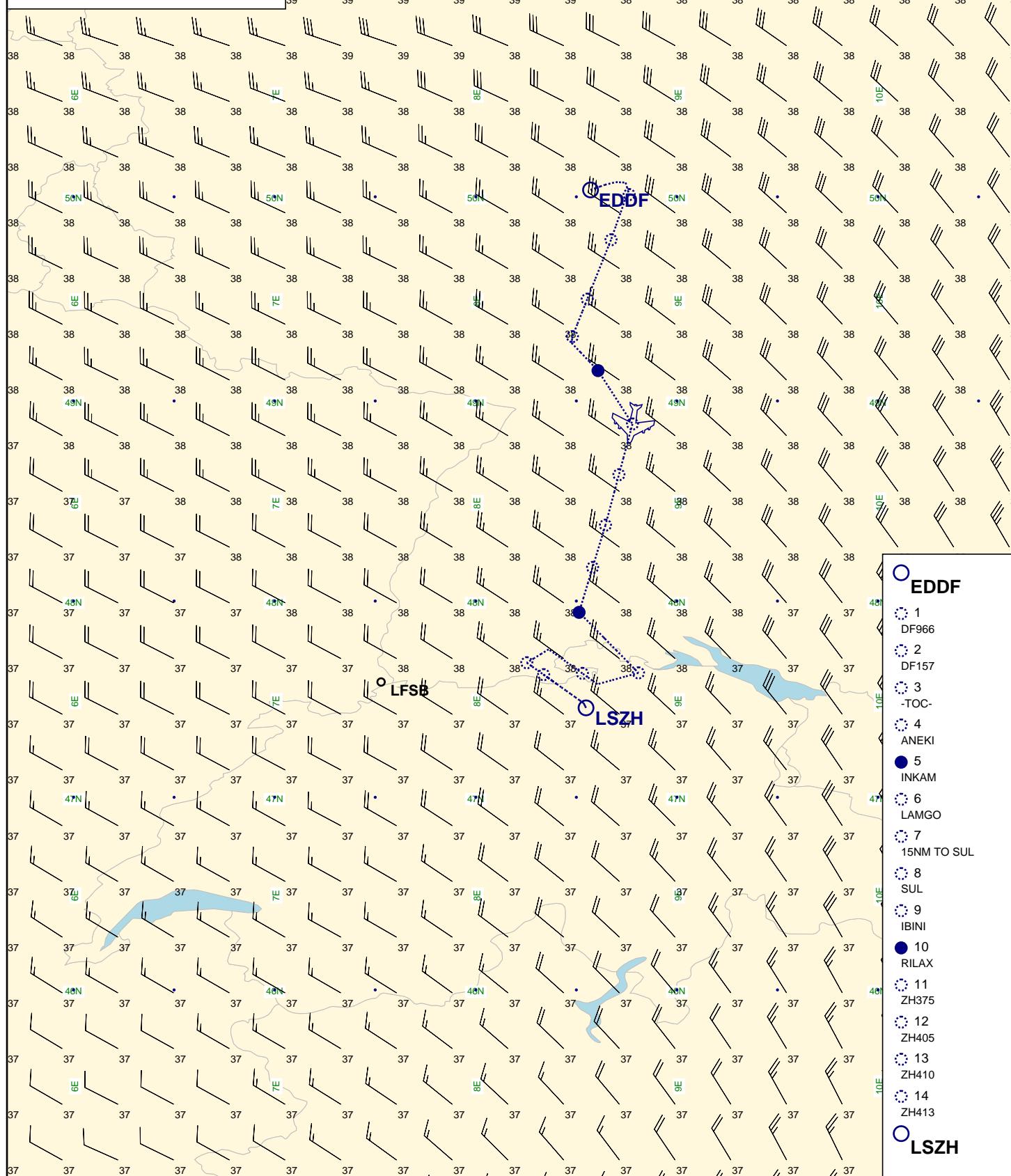
WIND/TEMPERATURE FL 250

PROGNOSTIC CHART
EDDF - LSZH

VALID 1345 UTC 19 MAR 2024
BASED ON WAFC LONDON DATA
00 UTC 19 MAR 2024

Processed by AIR SUPPORT Denmark
Generated: 19-03-24 07:46:20 UTC
Projection: Mercator

UNITS USED: KNOTS,DEGREES CELCIUS
TEMPERATURES ARE NEGATIVE
UNLESS PREFIXED BY 'PS'



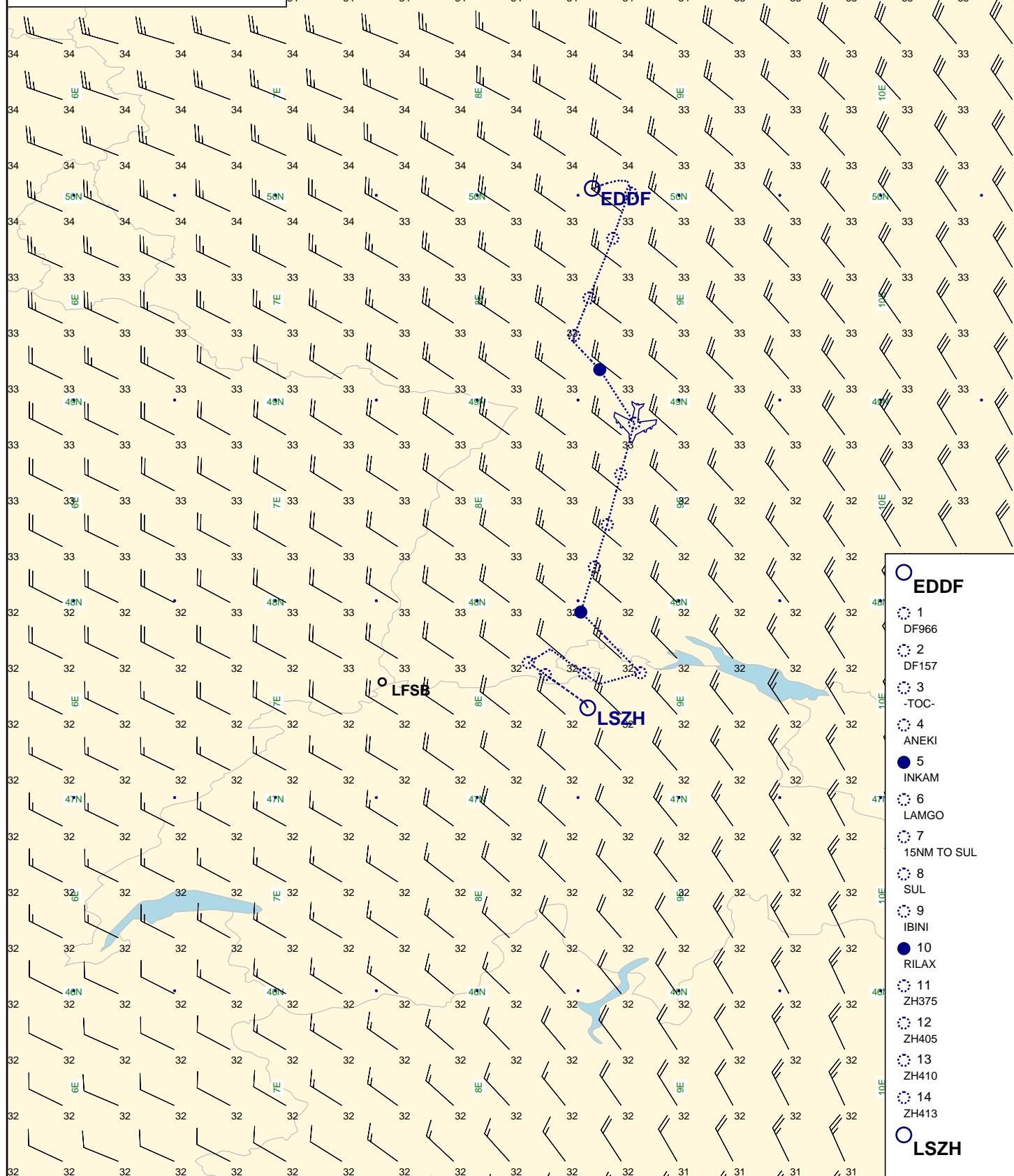
WIND/TEMPERATURE FL 230

PROGNOSTIC CHART
EDDF - LSZH

VALID 1345 UTC 19 MAR 2024
BASED ON WAFC LONDON DATA
00 UTC 19 MAR 2024

Processed by AIR SUPPORT Denmark
Generated: 19-03-24 07:46:20 UTC
Projection: Mercator

UNITS USED: KNOTS, DEGREES CELCIUS
TEMPERATURES ARE NEGATIVE
UNLESS PREFIXED BY 'PS'



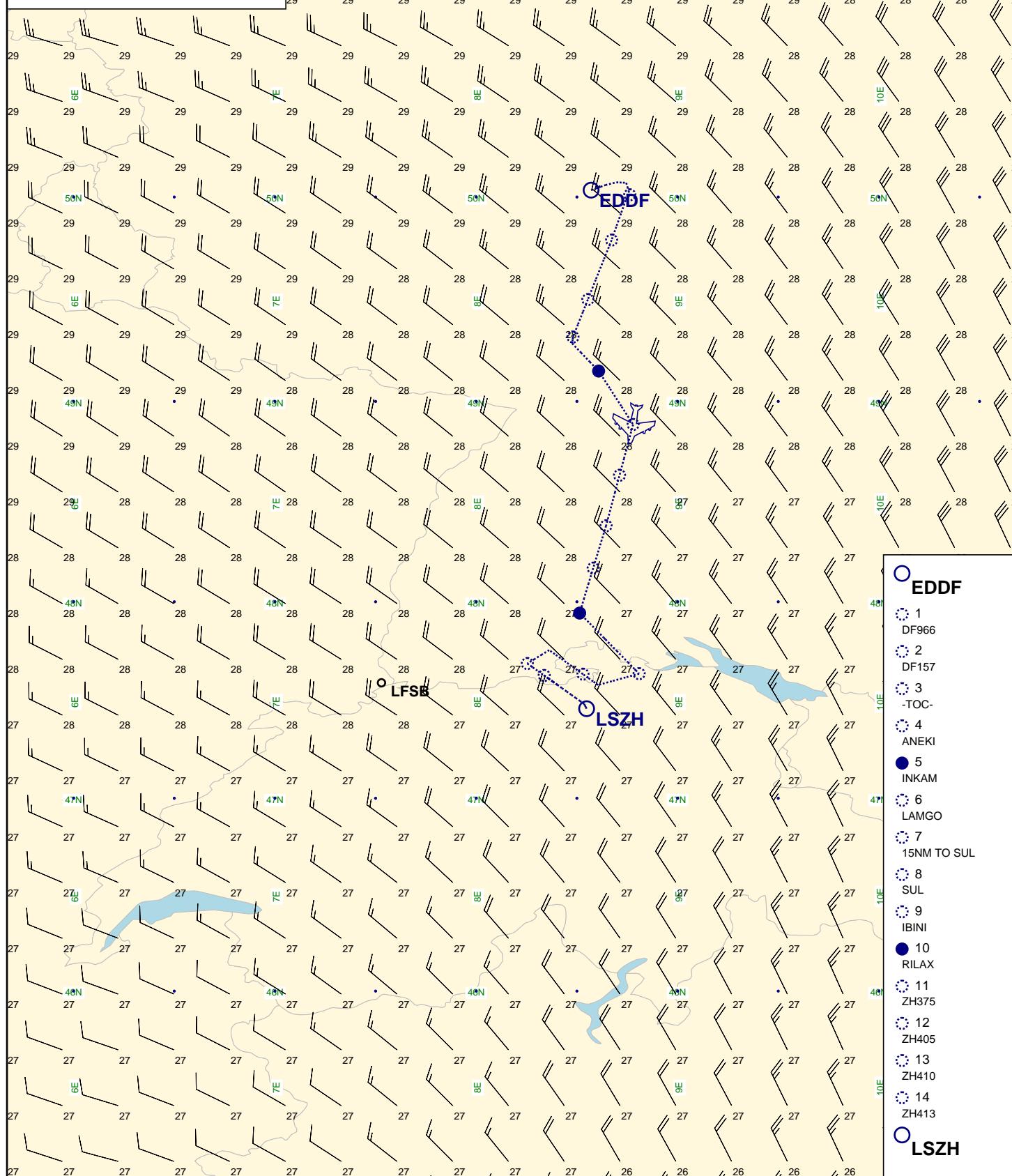
WIND/TEMPERATURE FL 210

PROGNOSTIC CHART
EDDF - LSZH

VALID 1345 UTC 19 MAR 2024
BASED ON WAFC LONDON DATA
00 UTC 19 MAR 2024

Processed by AIR SUPPORT Denmark
Generated: 19-03-24 07:46:20 UTC
Projection: Mercator

UNITS USED: KNOTS, DEGREES CELCIUS
TEMPERATURES ARE NEGATIVE
UNLESS PREFIXED BY 'PS'



ADEQUATE AIRPORT CHART

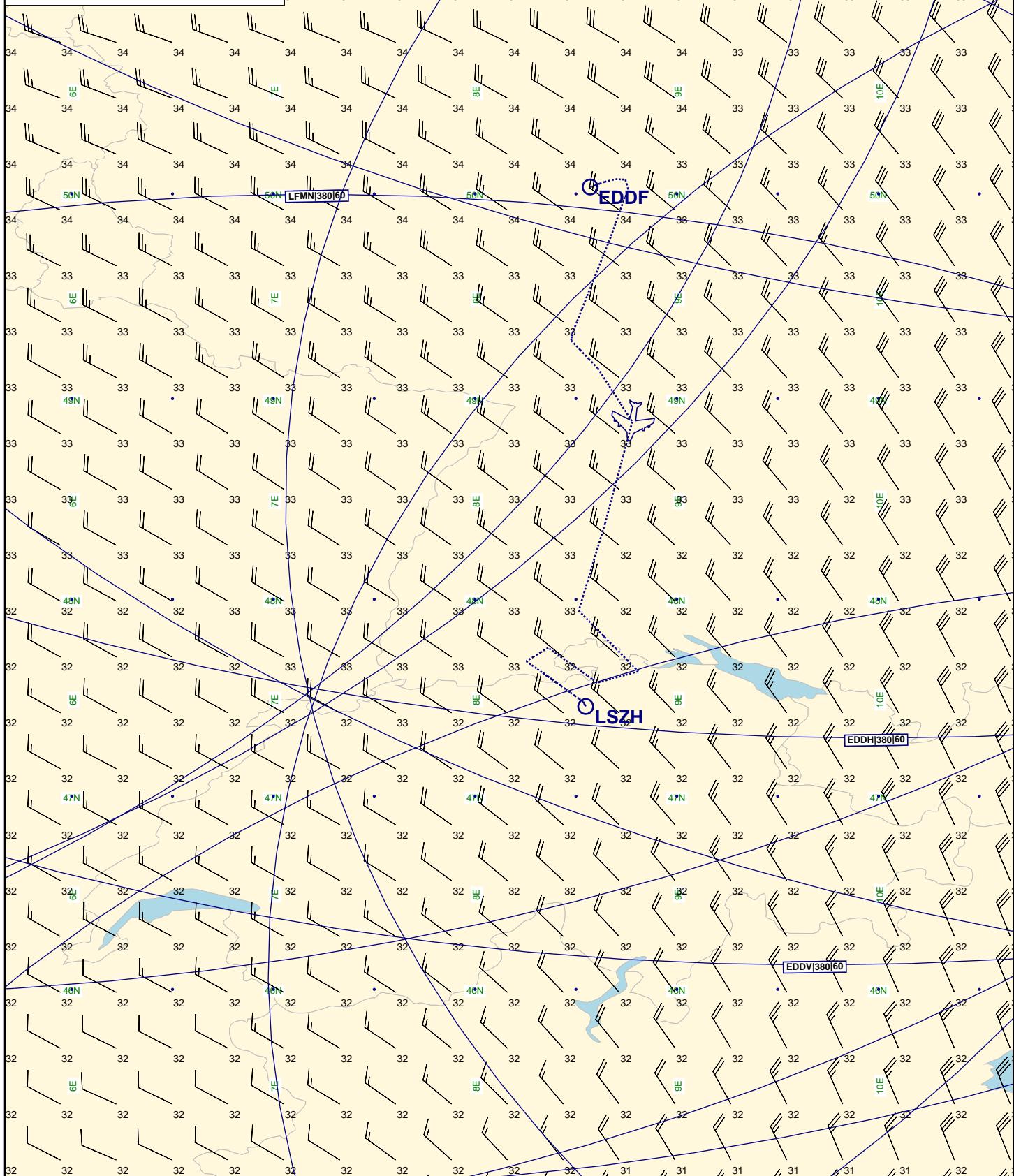
WIND/TEMPERATURE FL 230

EDDF - LSZH

VALID 1405 UTC 19 MAR 2024
BASED ON WAFC LONDON DATA
00 UTC 19 MAR 2024

Processed by AIR SUPPORT Denmark
Generated: 19-03-24 07:46:21 UTC
Projection: Mercator

UNITS USED: KNOTS,DEGREES CELCIUS
TEMPERATURES ARE NEGATIVE
UNLESS PREFIXED BY 'PS'

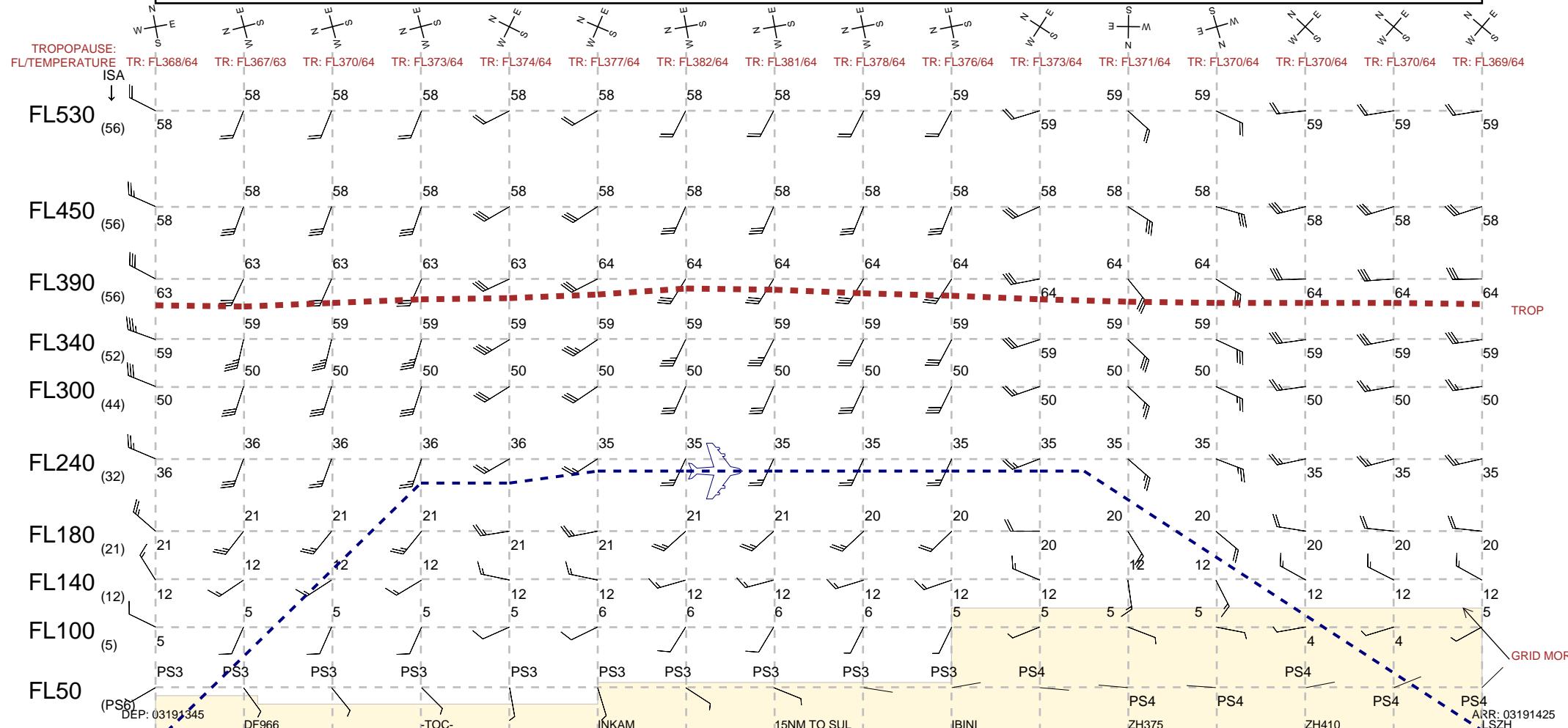


Units used: KNOTS,
DEGREES CELCIUS
Temperatures are negative
unless prefixed by 'PS'

VERTICAL CROSS SECTION ALONG THE ROUTE EDDF - LSZH

WIND, TEMPERATURE, TROPOPAUSE, ICING AND TURBULENCE FORECAST

Based on WAFS data
00 UTC 19 MAR 2024
Processed by
AIR SUPPORT Denmark



HEAD- AND
TAILWIND
COMPONENTS
IN KNOTS
H=HEAD
T=TAIL
M=MAX WIND

SIGNIFICANT WEATHER
FIXED TIME PROGNOSTIC CHART
ROUTE EDDF - LSZH
FL 100-450

VALID 1200 UTC 19 MAR 2024
BASED ON WAFC LONDON DATA
Processed by AIR SUPPORT Denmark
Generated: 19-03-24 07:46:21 UTC
Projection: Lambert

CB IMPLIES TS, GR, MOD OR SEV TURBULENCE AND ICE
UNITS USED: HEIGHT IN FLIGHT LEVELS
CHECK SIGMET, ADVISORIES, ASHTAM
AND NOTAM FOR VOLCANIC ASH

IN-CLOUD TURBULENCE, IN-CLOUD ICING and CB AREAS

① XXX/170 XXX/170

② ISOL EMBD CB XXX/300

③ XXX/160 XXX/160

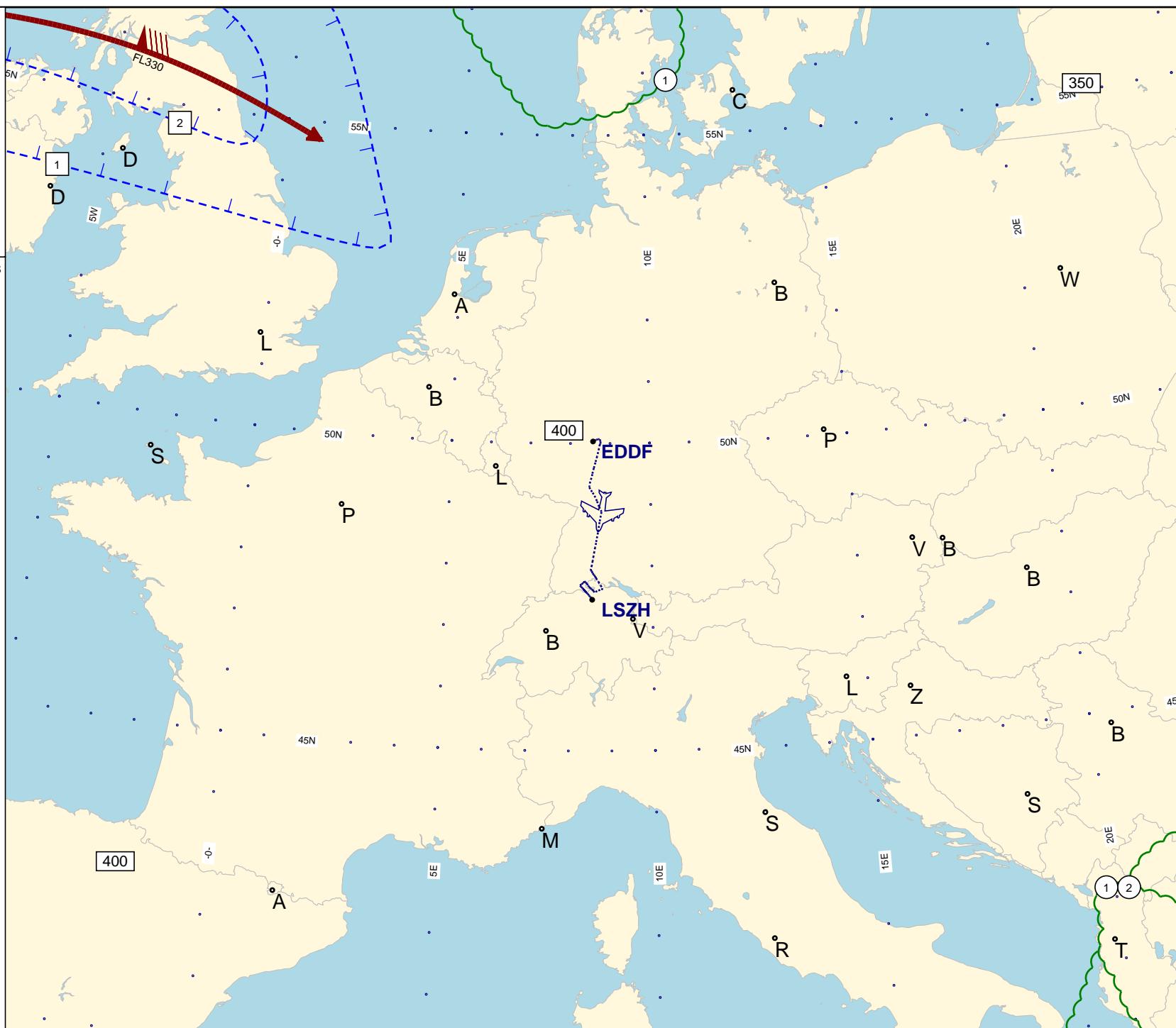
CAT AREAS

1 150/380

2 OCNL 260/350

VOLCANIC ERUPTIONS

-NIL ON THE CHART AREA



19.Mar.2024	DEP	ARR	STD (LT)	STA (LT)	FLT TIME	PAX C/Y	Fuel	
LX1073								LX1073/SWR890M
SWR890M	FRA	ZRH	13:45	14:40 (14:45)	00:55	1/26		
HBJVN								
Scheduled Pantry S	Remarks:		DOW:	28916kg				
			DOI:	68.7				
			EZFW:	31536kg				

Crew

Func	3LC	Name	LX1073 EDDF-LSZH
CMD	TRW	Werner Trütsch	Commander
COP	MRL	Luca Andrea Marchetti	Copilot
CAB	MHE	Helen Meier	Cabin Attendant
CAB	RCA	Ena Ramic	Cabin Attendant
SEN	VEN	Nico Verhelst	Senior Cabin Attendant

X: Operating crewmember, T: Trainee, I: Instructor, LC: Linecheck, INEX: Inexperienced

Observer and Jumpseat Assignments

Function	Name
NO observer or approved jumpseat assignment	

O: Observer, TO: Trainee/Observer, IO: Instructor/Observer JS: Jumpseat assignment, CP: Cockpit Permit

Contacts

Piquet Officer (PO): +41 44 270 85 85 OCC:+41 44 270 85 30 OCC Backup: +41 79 939 09 20

Airport Information

**EDDF-FRA-FRANKFURT-FRANKFURT MAIN
INTERNATIONAL**

CAT A (E190)

Ground Services

Handling	AHS FRANKFURT GMBH & CO KG	131.485MHz	+49 69 6902 2473
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Station Information

Security Search Required	No	Aircraft Sealing Required	Yes
		DCS Loadsheets approval	LX only
Safety Demo	BELT / OXY	NADP	NADP 2

Fuel: Minimum Uplift Fee	Additional fee in case less than 1000L fuel is uplifted
Fuel: No Uplift Fee	Please inform FRA station via VHF frequency in case no fuel is required to avoid "no fuel uplift fee".
Various	IN CASE A/C OPERATES WITH ACARS INOP OR A/C IS NOT EQUIPPED WITH ACARS PLS ADVISE STATION FRA VIA RADIO TO PROVIDE A PRINTED LOADSHEET!
Various	An A-CDM app for EDDF, EDDB, EDDH, EDDL is available for Apple/Android users and can be downloaded via App Store/Google Play. The name of the app is: Airport CDM. More information is available on the following website: https://www.munich-airport.de/airport-cdm/de

Alternates

EDDK	EDDL	EDFH	LSZH
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LSZH-ZRH-ZURICH

CAT B ac (E190) SEE OM-C

Ground Services

Handling	SWISSPORT // LX OPS	131.705MHz	+41 44 564 4582
GPU - included			
Water service - included			
Toilet service - included			
Cabin Cleaning - included			

Station Information

Security Search Required	No	Aircraft Sealing Required	No
		DCS Loadsheets approval	LX & 2L
Safety Demo	BELT / OXY	NADP	Special Procedure (OM-C)

Fuel: No Uplift Fee	2L: Inform OCC if no fuel uplift is required in order to avoid "No Uplift Fee".
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Alternates

EDDS	EDNY	LFSB	LIMC	LSGG
------	------	------	------	------

Company Notam (Flight Crew Briefing Sheet)

General Info
Flight specific Info

LX1073	FRA-ZRH	
General	Operations in Moldova Airspace	26. May 22
	Do not enter Moldova Airspace (FIR LUUU).	
	Exception: flights to/from CHISINAU INTERNATIONAL AIRPORT (LUKK) according Moldova AIP SUP 007/2022 (PART OF FIR CHISINAU (LUUU) IN USE).	
General	ACC sectors with CPDLC Obligation	5. Dec 23
	In the next few months ACC sectors in Finland, Sweden, Serbia and Montenegro will introduce CPDLC obligation. Additionally, Maastrich will start reporting non-logged in flights.	
Flightops Briefing Entry	Reminder	23. Nov 23
	Due to the current lower amount of flights, it is possible that aircraft will be parked for longer periods before the next scheduled flight. When leaving the aircraft unattended the helvetic QRH 2A1.6 procedure shall be performed. Check with OCC upon check-out, whether ADSP cover installation is required (i.e. ground time > 12 hours).	
General	LSZH: Late evening alternates	24. Oct 21
	LFSB and LSGG do not accept diversions in case a landing in LSZH is not possible due to the night ban (with OR without granted extension). A regular diversion (e.g. due to weather) to LFSB and LSGG is possible until 00:00LT. The following airports are available 24 hours for a diversion: -LIMC - LFLL - LOWW	
General	FMS issue RWY 10 ZRH	14. Mar 24
	Due to technical issue with FMS coding of DEP RWY 10 in ZRH crew must delete the discontinuity manually until further notice. Jeppesen is aware of the error and is working on solution.	
Special Info	New board products	29. Feb 24
	In the effort to constantly improve the on-board experience, we are currently testing new cabin concepts regarding lighting, fragrance and music. During trial phase you will be noticing certain adaptations on several rotations, initiated by members of the workshop groups. Please feel free to provide feedback to the respective crew members.	
General	Operations in Belarus Airspace	26. Mar 22
	Do not enter Belarus Airspace (FIR UMMV).	
Flightops Briefing Entry	Potable Water Drainage	26. Sep 23
	Frozen water may cause damage in the fresh water system. Therefore, during the cold season it is required to drain the potable water system. Flight crews shall refer to OM-B E2 2.4.2.3.1 Potable Water Tank In-Flight Drainage during Descent. If the water tank cannot be drained during flight, inform MCC (or handling agent on outstation) to drain the potable water on ground as per 2A1.6 "Leaving the Aircraft Unattended" checklist.	

General

Operations in Ukraine Airspace Do not enter Ukraine Airspace (FIR UKxx).

18. Mar 24

Destinations with E2
towbar/pushback
truckDestinations with E2
towbar/pushback truck

The following stations do have an E2 certified towbar and/or towbar less pushback truck:

AGP, ALC, AMS, ARN, ATH (295 only), BCN, BEG, BER, BHX, BLL, BLQ, BOD, BRE, BRS, BRU, BUD, BSL (2L only), CDG, CPH, DRS, DUB, DUS, EVE (2L only), FAO (E290 only), FLR, FRA, GDN, GOT, GRZ, GVA, JTR (2L only) HAJ, HAM, HRG (2L only - restriction apply), KGS (2L only), KRK, KTT (2L only), LCA (2L only - see Remark E295), LGW, LIS, LHR, LJU, LUX, MAD, MAN, MRS, MUC, MXP, NAP, NCE, NTE, OPO, OSL, PRG, SJJ, SKG, STR, RHO (2L), TLL, VIE, VCE, VNO, WAW, ZRH
(certified pushback trucks are allowed and are provided at some of the listed stations)

At these stations a nose-in parking/jetty position may be accepted.

The following stations don't have E2 certified towbar and/or towbar less pushback truck nor can't guarantee self-manoeuvring stands:
DME, LED.

ALL OTHER STATIONS REQUIRE OPEN STAND PARKING

Source: LX & 2L // Last update: 31.12.2023

18. Mar 24

Performance Data
Base E-Jet

Performance Database E-Jet

EFBDatabaseversion: OAW2.0318_082621

19.Mar.2024	DEP	ARR	STD (LT)	STA (LT)	FLT TIME	PAX C/Y	Fuel	LX1613/SWR2TM
LX1613								
SWR2TM	MXP	ZRH	09:40	10:45	01:05	18/50		
HBJVY			(10:40)	(11:45)				

Scheduled Pantry S	Remarks:	DOW:	28822kg
		DOI:	0
		EZFW:	35441kg

Crew

Func	3LC	Name	LX1613 LIMC-LSZH
CMD	KRE	Steve Krebs	Commander
COP	GIG	Gregory Gillioz	Copilot
CAB	QVL	Luisa Quadros Vissotto	Cabin Attendant
CAB	SNA	Rainer Sattler	Cabin Attendant
SEN	SNI	Regine Kathrin Schumacher-Horn	Senior Cabin Attendant

X: Operating crewmember, T: Trainee, I: Instructor, LC: Linecheck, INEX: Inexperienced

Observer and Jumpseat Assignments

Function	Name
NO observer or approved jumpseat assignment	

O: Observer, TO: Trainee/Observer, IO: Instructor/Observer JS: Jumpseat assignment, CP: Cockpit Permit

Contacts

Piquet Officer (PO): +41 44 270 85 85 OCC:+41 44 270 85 30 OCC Backup: +41 79 939 09 20

Airport Information
LIMC-MXP-MILAN-MILAN MALPENSA
CAT A (E190 NO STEEP APCH)
Ground Services

Handling LX// SEA Handling Spa 131.950MHz +39 02 7486 8140/ 8089
+ 39 02 7486 8538
+39 33 8930 0321

GPU - included

Cabin Cleaning - included

Fuel AGIP / ENI

Station Information

Security Search Required	No	Aircraft Sealing Required	No
		DCS Loadsheet approval	LX only
Safety Demo	BELT / OXY	NADP	NADP 1

Ground OPS Notification In order to minimize the risk of losing historical scheduling rights to the time window of arrival at ZRH, refrain from departing early ex MXP if you expect a short flight time. If you need more details, please approach GOP.

Service Provider Updated Vehicle ID20 shall not be used UFN due to technical issues. Valid until end APR2024.

Alternates

LIME LIMF LIMJ LIML LSZH

LSZH-ZRH-ZURICH
CAT B ac (E190 NO STEEP APCH) SEE OM-C
Ground Services

Handling SWISSPORT // LX OPS 131.705MHz +41 44 564 4582

GPU - included

Water service - included

Toilet service - included

Cabin Cleaning - included

Station Information

Security Search Required	No	Aircraft Sealing Required	No
		DCS Loadsheet approval	LX & 2L
Safety Demo	BELT / OXY	NADP	Special Procedure (OM-C)

Fuel: No Uplift Fee

2L: Inform OCC if no fuel uplift is required in order to avoid "No Uplift Fee".

Alternates

EDDS EDNY LFSB LIMC LS GG

Company Notam (Flight Crew Briefing Sheet)

General Info
Flight specific Info
LX1613
MXP-ZRH

26. May 22

General
Operations in Moldova Airspace

Do not enter Moldova Airspace (FIR LUUU).

Exception: flights to/from CHISINAU INTERNATIONAL AIRPORT (LUKK) according Moldova AIP SUP 007/2022 (PART OF FIR CHISINAU (LUUU) IN USE).

5. Dec 23

General
ACC sectors with CPDLC Obligation

In the next few months ACC sectors in Finland, Sweden, Serbia and Montenegro will introduce CPDLC obligation. Additionally, Maastrich will start reporting non-logged in flights.

23. Nov 23

Flightops Briefing Entry
Reminder

Due to the current lower amount of flights, it is possible that aircraft will be parked for longer periods before the next scheduled flight. When leaving the aircraft unattended the helvetic QRH 2A1.6 procedure shall be performed. Check with OCC upon check-out, whether ADSP cover installation is required (i.e. ground time > 12 hours).

24. Oct 21

General
LSZH: Late evening alternates

LFSB and LSGG do not accept diversions in case a landing in LSZH is not possible due to the night ban (with OR without granted extension). A regular diversion (e.g. due to weather) to LFSB and LSGG is possible until 00:00LT. The following airports are available 24 hours for a diversion:

- LIMC
- LFLL
- LOWW

14. Mar 24

General
FMS issue RWY 10 ZRH

Due to technical issue with FMS coding of DEP RWY 10 in ZRH crew must delete the discontinuity manually until further notice. Jeppesen is aware of the error and is working on solution.

29. Feb 24

Special Info
New board products

In the effort to constantly improve the on-board experience, we are currently testing new cabin concepts regarding lighting, fragrance and music. During trial phase you will be noticing certain adaptations on several rotations, initiated by members of the workshop groups. Please feel free to provide feedback to the respective crew members.

26. Mar 22

General
Operations in Belarus Airspace

Do not enter Belarus Airspace (FIR UMMV).

26. Sep 23

Flightops Briefing Entry
Potable Water Drainage

Frozen water may cause damage in the fresh water system. Therefore, during the cold season it is required to drain the potable water system. Flight crews shall refer to OM-B E2 2.4.2.3.1 Potable Water Tank In-Flight Drainage during Descent. If the water tank cannot be drained during flight, inform MCC (or handling agent on outstation) to drain the potable water on ground as per 2A1.6 "Leaving the Aircraft Unattended" checklist.

26. Mar 22

General

Operations in Ukraine Airspace Do not enter Ukraine Airspace (FIR UKxx).

18. Mar 24

Destinations with E2
towbar/pushback
truckDestinations with E2
towbar/pushback truck

The following stations do have an E2 certified towbar and/or towbar less pushback truck:

AGP, ALC, AMS, ARN, ATH (295 only), BCN, BEG, BER, BHX, BLL, BLQ, BOD, BRE, BRS, BRU, BUD, BSL (2L only), CDG, CPH, DRS, DUB, DUS, EVE (2L only), FAO (E290 only), FLR, FRA, GDN, GOT, GRZ, GVA, JTR (2L only) HAJ, HAM, HRG(2L only - restriction apply) , KGS (2L only), KRK, KTT (2L only), LCA (2L only - see Remark E295), LGW, LIS, LHR, LJU, LUX, MAD, MAN, MRS, MUC, MXP, NAP, NCE, NTE, OPO, OSL, PRG, SJJ, SKG, STR, RHO (2L), TLL, VIE, VCE, VNO, WAW, ZRH
(certified pushback trucks are allowed and are provided at some of the listed stations)

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The following stations don't have E2 certified towbar and/or towbar less pushback truck nor can't guarantee self-manoeuvring stands:
DME, LED.

ALL OTHER STATIONS REQUIRE OPEN STAND PARKING

Source: LX & 2L // Last update:31.12.2023

18. Mar 24

Performance Data
Base E-Jet

Performance Database E-Jet

EFB Database version: OAW2.0318_082621

19.Mar.2024	DEP	ARR	STD (LT)	STA (LT)	FLT TIME	PAX C/Y	Fuel	
LX1072								LX1072/SWR2ET
SWR2ET	ZRH	FRA	11:15	12:20 (12:15)	01:05	9/31		
HBJVN								

Scheduled Pantry S	Remarks:	DOW:	28916kg
		DOI:	68.7
		EZFW:	33106kg

Crew

Func	3LC	Name	LX1072 LSZH-EDDF
CMD	TRW	Werner Trütsch	Commander
COP	MRL	Luca Andrea Marchetti	Copilot
CAB	MHE	Helen Meier	Cabin Attendant
CAB	RCA	Ena Ramic	Cabin Attendant
SEN	VEN	Nico Verhelst	Senior Cabin Attendant

X: Operating crewmember, T: Trainee, I: Instructor, LC: Linecheck, INEX: Inexperienced

Observer and Jumpseat Assignments

Function	Name
NO observer or approved jumpseat assignment	

O: Observer, TO: Trainee/Observer, IO: Instructor/Observer JS: Jumpseat assignment, CP: Cockpit Permit

Contacts

Piquet Officer (PO): +41 44 270 85 85 OCC:+41 44 270 85 30 OCC Backup: +41 79 939 09 20

Airport Information
LSZH-ZRH-ZURICH
CAT B ac (E190) SEE OM-C
Ground Services

Handling SWISSPORT // LX OPS 131.705MHz +41 44 564 4582

GPU - included

Water service - included

Toilet service - included

Cabin Cleaning - included

Station Information

Security Search Required	No	Aircraft Sealing Required	No
		DCS Loadsheets approval	LX & 2L
Safety Demo	BELT / OXY	NADP	Special Procedure (OM-C)

Fuel: No Uplift Fee 2L: Inform OCC if no fuel uplift is required in order to avoid "No Uplift Fee".

Alternates

EDDDS EDNY LFSB LIMC LSGG

EDDF-FRA-FRANKFURT-FRANKFURT MAIN INTERNATIONAL **CAT A (E190)**
Ground Services

Handling AHS FRANKFURT GMBH & CO KG 131.485MHz +49 69 6902 2473

Station Information

Security Search Required	No	Aircraft Sealing Required	Yes
		DCS Loadsheets approval	LX only
Safety Demo	BELT / OXY	NADP	NADP 2

Fuel: Minimum Uplift Fee Additional fee in case less than 1000L fuel is uplifted

Fuel: No Uplift Fee Please inform FRA station via VHF frequency in case no fuel is required to avoid "no fuel uplift fee".

Various IN CASE A/C OPERATES WITH ACARS INOP OR A/C IS NOT EQUIPPED WITH ACARS PLS ADVISE STATION FRA VIA RADIO TO PROVIDE A PRINTED LOADSHEET!

 Various An A-CDM app for EDDF, EDDB, EDDH, EDDL is available for Apple/Android users and can be downloaded via AppStore/Google Play.
 The name of the app is: Airport CDM.
 More information is available on the following website:
<https://www.munich-airport.de/airport-cdm/de>
Alternates

EDDK EDDL EDFH LSZH

Company Notam (Flight Crew Briefing Sheet)

General Info
Flight specific Info
LX1072
ZRH-FRA

26. May 22

General

Operations in Moldova Airspace

Do not enter Moldova Airspace (FIR LUUU).

Exception: flights to/from CHISINAU INTERNATIONAL AIRPORT (LUKK) according Moldova AIP SUP 007/2022 (PART OF FIR CHISINAU (LUUU) IN USE).

5. Dec 23

General

ACC sectors with CPDLC

Obligation

In the next few months ACC sectors in Finland, Sweden, Serbia and Montenegro will introduce CPDLC obligation. Additionally, Maastrich will start reporting non-logged in flights.

23. Nov 23

 Flightops Briefing
Entry

Reminder

Due to the current lower amount of flights, it is possible that aircraft will be parked for longer periods before the next scheduled flight. When leaving the aircraft unattended the helvetic QRH 2A1.6 procedure shall be performed. Check with OCC upon check-out, whether ADSP cover installation is required (i.e. ground time > 12 hours).

14. Mar 24

General

FMS issue RWY 10 ZRH

Due to technical issue with FMS coding of DEP RWY 10 in ZRH crew must delete the discontinuity manually until further notice. Jeppesen is aware of the error and is working on solution.

29. Feb 24

Special Info

New board products

In the effort to constantly improve the on-board experience, we are currently testing new cabin concepts regarding lighting, fragrance and music. During trial phase you will be noticing certain adaptations on several rotations, initiated by members of the workshop groups. Please feel free to provide feedback to the respective crew members.

26. Mar 22

General

Operations in Belarus Airspace

Do not enter Belarus Airspace (FIR UMMV).

26. Sep 23

 Flightops Briefing
Entry

Potable Water Drainage

Frozen water may cause damage in the fresh water system. Therefore, during the cold season it is required to drain the potable water system. Flight crews shall refer to OM-B E2 2.4.2.3.1 Potable Water Tank In-Flight Drainage during Descent. If the water tank cannot be drained during flight, inform MCC (or handling agent on outstation) to drain the potable water on ground as per 2A1.6 "Leaving the Aircraft Unattended" checklist.

26. Mar 22

General

Operations in Ukraine Airspace

Do not enter Ukraine Airspace (FIR UKxx).

18. Mar 24

Destinations with E2
towbar/pushback
truck

Destinations with E2
towbar/pushback truck

The following stations do have an E2 certified towbar and/or towbar less pushback truck:

AGP, ALC, AMS, ARN, ATH (295 only), BCN, BEG, BER, BHX, BLL, BLQ, BOD, BRE, BRS, BRU, BUD, BSL (2L only), CDG, CPH, DRS, DUB, DUS, EVE (2L only), FAO (E290 only), FLR, FRA, GDN, GOT, GRZ, GVA, JTR (2L only) HAJ, HAM, HRG(2L only - restriction apply) , KGS (2L only), KRK, KTT (2L only), LCA (2L only - see Remark E295), LGW, LIS, LHR, LJU, LUX, MAD, MAN, MRS, MUC, MXP, NAP, NCE, NTE, OPO, OSL, PRG, SJJ, SKG, STR, RHO (2L), TLL, VIE, VCE, VNO, WAW, ZRH
(certified pushback trucks are allowed and are provided at some of the listed stations)

At these stations a nose-in parking/jetty position may be accepted.

The following stations don't have E2 certified towbar and/or towbar less pushback truck nor can't guarantee self-manoeuvring stands:
DME, LED.

ALL OTHER STATIONS REQUIRE OPEN STAND PARKING

Source: LX & 2L // Last update:31.12.2023

18. Mar 24

Performance Data
Base E-Jet

Performance Database E-Jet

EFB Database version: OAW2.0318_082621

19.Mar.2024	DEP	ARR	STD (LT)	STA (LT)	FLT TIME	PAX C/Y	Fuel	LX1612/SWR612Q
LX1612								
SWR612Q	ZRH	MXP	08:00 (09:00)	08:55 (09:55)	00:55	9/42		
HBJVY								
Scheduled Pantry S	Remarks:				DOW: DOI: EZFW:	28822kg 0 34065kg		

Crew

Func	3LC	Name	LX1612 LSZH-LIMC
CMD	KRE	Steve Krebs	Commander
COP	GIG	Gregory Gillioz	Copilot
CAB	QVL	Luisa Quadros Vissotto	Cabin Attendant
CAB	SNA	Rainer Sattler	Cabin Attendant
SEN	SNI	Regine Kathrin Schumacher-Horn	Senior Cabin Attendant

X: Operating crewmember, T: Trainee, I: Instructor, LC: Linecheck, INEX: Inexperienced

Observer and Jumpseat Assignments

Function	Name
NO observer or approved jumpseat assignment	

O: Observer, TO: Trainee/Observer, IO: Instructor/Observer JS: Jumpseat assignment, CP: Cockpit Permit

Contacts

Piquet Officer (PQO): +41 44 270 85 85 OCC:+41 44 270 85 30 OCC Backup: +41 79 939 09 20

Airport Information
LSZH-ZRH-ZURICH
CAT B ac (E190 NO STEEP APCH) SEE OM-C
Ground Services

Handling SWISSPORT // LX OPS 131.705MHz +41 44 564 4582

GPU - included

Water service - included

Toilet service - included

Cabin Cleaning - included

Station Information

Security Search Required	No	Aircraft Sealing Required	No
		DCS Loadsheets approval	LX & 2L
Safety Demo	BELT / OXY	NADP	Special Procedure (OM-C)

Fuel: No Uplift Fee 2L: Inform OCC if no fuel uplift is required in order to avoid "No Uplift Fee".

Alternates

EDDS EDNY LFSB LIMC LSGG

LIMC-MXP-MILAN-MILAN MALPENSA
CAT A (E190 NO STEEP APCH)
Ground Services

 Handling LX// SEA Handling Spa 131.950MHz +39 02 7486 8140/ 8089
 + 39 02 7486 8538
 +39 33 8930 0321

GPU - included

Cabin Cleaning - included

Station Information

Security Search Required	No	Aircraft Sealing Required	No
		DCS Loadsheets approval	LX only
Safety Demo	BELT / OXY	NADP	NADP 1

Ground OPS Notification In order to minimize the risk of losing historical scheduling rights to the time window of arrival at ZRH, refrain from departing early ex MXP if you expect a short flight time. If you need more details, please approach GOP.

Service Provider Updated Vehicle ID20 shall not be used UFN due to technical issues. Valid until end APR2024.

Alternates

LIME LIMF LIMJ LIML LSZH

Company Notam (Flight Crew Briefing Sheet)
General Info

Flight specific Info

LX1612

ZRH-MXP

26. May 22

General

Operations in Moldova Airspace

Do not enter Moldova Airspace (FIR LUUU).

Exception: flights to/from CHISINAU INTERNATIONAL AIRPORT (LUKK) according Moldova AIP SUP 007/2022 (PART OF FIR CHISINAU (LUUU) IN USE).

5. Dec 23

General

ACC sectors with CPDLC
Obligation

In the next few months ACC sectors in Finland, Sweden, Serbia and Montenegro will introduce CPDLC obligation. Additionally, Maastrich will start reporting non-logged in flights.

23. Nov 23

Flightops Briefing
Entry

Reminder

Due to the current lower amount of flights, it is possible that aircraft will be parked for longer periods before the next scheduled flight. When leaving the aircraft unattended the helvetic QRH 2A1.6 procedure shall be performed. Check with OCC upon check-out, whether ADSP cover installation is required (i.e. ground time > 12 hours).

14. Mar 24

General

FMS issue RWY 10 ZRH

Due to technical issue with FMS coding of DEP RWY 10 in ZRH crew must delete the discontinuity manually until further notice. Jeppesen is aware of the error and is working on solution.

29. Feb 24

Special Info

New board products

In the effort to constantly improve the on-board experience, we are currently testing new cabin concepts regarding lighting, fragrance and music. During trial phase you will be noticing certain adaptations on several rotations, initiated by members of the workshop groups. Please feel free to provide feedback to the respective crew members.

26. Mar 22

General

Operations in Belarus Airspace

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26. Sep 23

Flightops Briefing
Entry

Potable Water Drainage

Frozen water may cause damage in the fresh water system. Therefore, during the cold season it is required to drain the potable water system. Flight crews shall refer to OM-B E2 2.4.2.3.1 Potable Water Tank In-Flight Drainage during Descent. If the water tank cannot be drained during flight, inform MCC (or handling agent on outstation) to drain the potable water on ground as per 2A1.6 "Leaving the Aircraft Unattended" checklist.

26. Mar 22

General

Operations in Ukraine Airspace

Do not enter Ukraine Airspace (FIR UKxx).

18. Mar 24

Destinations with E2
towbar/pushback
truck

Destinations with E2
towbar/pushback truck

The following stations do have an E2 certified towbar and/or towbar less pushback truck:

AGP, ALC, AMS, ARN, ATH (295 only), BCN, BEG, BER, BHX, BLL, BLQ, BOD, BRE, BRS, BRU, BUD, BSL (2L only), CDG, CPH, DRS, DUB, DUS, EVE (2L only), FAO (E290 only), FLR, FRA, GDN, GOT, GRZ, GVA, JTR (2L only) HAJ, HAM, HRG(2L only - restriction apply) , KGS (2L only), KRK, KTT (2L only), LCA (2L only - see Remark E295), LGW, LIS, LHR, LJU, LUX, MAD, MAN, MRS, MUC, MXP, NAP, NCE, NTE, OPO, OSL, PRG, SJJ, SKG, STR, RHO (2L), TLL, VIE, VCE, VNO, WAW, ZRH
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The following stations don't have E2 certified towbar and/or towbar less pushback truck nor can't guarantee self-manoeuvring stands:
DME, LED.

ALL OTHER STATIONS REQUIRE OPEN STAND PARKING

Source: LX & 2L // Last update:31.12.2023

18. Mar 24

Performance Data
Base E-Jet

Performance Database E-Jet

EFB Database version: OAW2.0318_082621

26. Feb 22

General

LIMC: FMS Issues

The reason for the FMS Fail to MXP seems to be the speed constraints in the STAR RIXUV2E.
If facing the FMS problems again, please enter the STAR RIXUV2E manually without the speed constraints.

Status of HB-JVM

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024
 with TAH: 25'857:47, TAC: 23'226 and average daily utilization 8 HRS, 6 CYC

A/C INFO

A/C	A/C-Type	DESCRIPTION
JVM	E190	EMBRAER 190-100 LR

DEFERRED ITEMS ACCORDING MEL

W/O	Date	DD	MEL	ATA	Description
1275319	Iss.: 06.01.2024 Exp.: 05.05.2024	N	D 25-20-07	25-00	<p>CREW VERBALLY REPORTED AFT LAVATORY FLOOR FINISHING IN BAD CONDITION REPLACE AFT LAVATORY FLOOR FINISHING IAW AMM 25-24-02/400 LAST REV</p> <p>-----</p> <p>Action: DUE TO NO TIME TX TO ADD IAW MEL 25-20-07 NEF ITEM CAT D REV 18</p> <p>Passenger convenience item(s), as expressed in this MEL, are those related to passenger convenience, comfort, or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document.</p> <p>Note: Refer to MEL appendix 1, Nonessential Equipment and Furnishings (NEF) List</p> <p>Maintenance Note: At the inspectors consent, an item that represents risk of injuring passengers should be removed from the airplane.</p>
1275369	Iss.: 14.01.2024 Exp.: 24.01.2024 Pln.: 07.04.2024	N	C 27-43-02-2)	27	<p>FLIGHT CONTROLS PITCH TRIM BACKUP FAIL EICAS MSG T/S REQUIRED</p> <p>-----</p> <p>Action: FLIGHT CONTROLS TX TO ADD DUE OPS REF MEL 27-43-02-2) REV18 CAT " C "</p> <p>May be inoperative provided: a) Both Pitch Trim Switches on Yokes are operating normally, and b) Affected switch is verified inactive before each flight.</p> <p>Placard: Backup trim switch - BCKUP PITCH TRIM SW INOP.</p>

Status of HB-JVM

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024
 with TAH: 25'857:47, TAC: 23'226 and average daily utilization 8 HRS, 6 CYC

Deferred Defects

W/O	Date	DD	MEL	ATA	Description
5241135	Iss.: 03.03.2022 Exp.: 01.04.2026 Pln.: 11.01.2026	Y		56	<p>FINDING (NRC) PART REQUIREMENT GV (GENERAL VISUAL INSPECTION) / WDSHD, FOLLOWING GVI WINDSHIELD, FOUND THE PAINT COATING ON THE TOP ON BAD CONDITION . PLEASE PERFORM PAINT TOUCH UP IAW SRM 51-23-06</p> <p>FINDING (NRC) PART REQUIREMENT GV (GENERAL VISUAL INSPECTION) / WDSHD, FOLLOWING GVI WINDSHIELD, FOUND THE PAINT COATING ON THE TOP ON BAD CONDITION . PLEASE PERFORM PAINT TOUCH UP IAW SRM 51-23-06</p> <p>-----</p> <p>Action:</p> <p>FINDING (NRC) PART REQUIREMENT GV (GENERAL VISUAL INSPECTION) / WDSHD, ALODINE APPLIED IAW SRM 51-75-16 REV 44 AND TX FOR 7500FC</p>
1216845	Iss.: 01.07.2022 Exp.: 25.04.2025 Pln.: 20.12.2024	Y		53	<p>AFT SERVICE DOOR SCUFF PLATE CREW REPORT:</p> <p>DAMAGE ON AFT SRV DOOR SCUFF PLATE REPAIR REPAIR AFT SERVICE DOOR 4R SCUFF PLATE WITHIN 5000 FC.</p> <p>SRM REF 53-23-26/AD51</p> <p>-----</p> <p>Action:</p> <p>AFT SERVICE DOOR SCUFF PLATE DAMAGE ASSESSMENT PERFORMED IAW SRM 53-23-26/AD51. => THICKNESS REDUCTION DIMENSION OF DAMAGE 87 X 12 X 0.8MM. SURFACE PROTECTION RESTORED IAW SRM 51-70-10 AND DEFECT TX TO ADD FOR 5000FC FOR REPAIR. SRM REV. 45.</p>
5271214	Iss.: 28.10.2022 Exp.: 11.10.2026 Pln.: 14.01.2024	Y		11-21	<p>PACK 2 INLET FOUND PEELING PAINT AROUND PACK 2 INLET. FINAL REPAIR PERFORM FINAL REPAIR IAW SRM: 51-23-07</p> <p>-----</p> <p>Action:</p> <p>PACK 2 INLET IAW SRM: 51-73-01 REV.45 WILL BE FINAL REPAIR TRANSFERRED FOR 7500FC.</p> <p>SPEED TAPE APPLIED IAW SRM: 51-22-01 REV.45 WITH REPETITIVE INSPECTION EVERY 50FC.</p>

Status of HB-JVM

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024

with TAH: 25'857:47, TAC: 23'226 and average daily utilization 8 HRS, 6 CYC

5304350	Iss.: 21.04.2023 Exp.: 28.02.2024 Pln.: 14.01.2024	Y		54	<p>FINDING (NRC) DOCUMENT A/C BABY CHECK DURING LH AFT PYLON INBD HEATSHIELD REPAIR FOUND A SECOND CRACK + STOP DRILL ON UPPER SIDE TEMPORARY REPAIR PLEASE PERFORM TEMPORARY REPAIR ACC. ETD2023-190-010376. EXTENSION REQUIRED AS PER ETD, VALIDITY OF TEMPORARY REPAIR IS VALID UNTIL NEXT HEAVY CHECK.</p> <p>PLEASE TX UNTIL 28.02.2024 IAW ETD2023-190-010376 PERMANENT REPAIR PLEASE PERFORM PERMANENT REPAIR ACC. ETD2023-190-010376</p> <p>----- Action: FINDING (NRC) DOCUMENT A/C BABY CHECK AFTER INVESTIGATION FOUND CRACK + STOP DRILL ON THE LH HEAT SHIELD SKIN 8 (P/N: 190-13286-401) FORWARD UPPER CORRNER. CRACK LENGTH: 18MM</p> <p>ENGINEERING INFORMED AND FOR FURTHER ACTION EMBRAER CONTACTED.</p> <p>----- Action: TEMPORARY REPAIR CRACK-STOP DRILL PERFORMED IAW ETD2023-190-010376 AND SRM PART 51-10-04 REV.46OCT 28/22</p> <p>DETAILED VISUAL INSPECTION USING A 10X MAGNIFYING GLASSES PERFORMED NO ADDITIONAL DAMAGE FOUND.</p> <p>DO A DET INSPECTION ACCORDING TO NDT INTRODUCTION, TO MAKE SURE NO ADDITIONAL DAMAGE EXISTS AT EVERY 250 FC.</p> <p>IF CRACK IS GROWING, IT IS RECOMMENDED TO DO THE PERMANENT REPAIR WITHIN THE NEXT 20FC.</p> <p>----- Action: AS PER ETD, VALIDITY OF TEMPORARY REPAIR IS VALID UNTIL NEXT HEAVY CHECK.</p> <p>TX UNTIL 28.02.2024 IAW ETD2023-190-010376 AND MCC REQUEST</p>
1265194	Iss.: 21.11.2023 Exp.: 15.07.2027 Pln.: 11.01.2026	Y		57	<p>RH WINGLET INNER SIDE SCRATCH PILOT 3LC: FIN PAINT RESTORE PAINT IAW SRM 51-23-00 LAST REV.</p> <p>----- Action: EVALUATION DAMAGE EVALUATION PERFORMED.</p> <p>CLASSIFIED AS NON SIGNIFICANT DAMAGE. - ONLY PAINT MISSING.</p> <p>TX FOR 7500FC IAW SRM 51-75-16 REV.48</p>

Status of HB-JVM

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024
with TAH: 25'857:47, TAC: 23'226 and average daily utilization 8 HRS, 6 CYC

BRIEFING CARD ITEMS

W/O	Date	DD	MEL	ATA	Description
862652	Iss.: 29.07.2016 Exp.: 31.12.2024	N		25-10	<p>COCKPIT SUNSHADE</p> <p>WHEN SLIDING OUT/IN THE SIDE WINDOW SUNSHADE PAY ATTENTION TO NOT SCRATCH THE INNER PLY OF THE WINDOW WHILE PASSING BEHIND THE IPAD HOLDER.</p> <p>NOTE: PERMANENT ADJUSTMENT UNDER INVESTIGATION.</p>

Status of HB-JVM

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024

with TAH: 25'857:47, TAC: 23'226 and average daily utilization 8 HRS, 6 CYC

5187718	Iss.: 04.03.2021 Exp.: 31.12.2024	N		71-00	DIFFERENCE IN N1 CALCULATIONS (EPPERF VS. FADEC) IN RARE CASES IT IS POSSIBLE THE EPPERF CALCULATED N1 VALUE DOES NOT CORRESPOND WITH THE FADEC CALCULATED N1 VALUE ON THE EICAS WHEN ENGINES ARE NOT RUNNING (OFF). EVEN WITH THE COMBINATION OF REF ANTI ICE (ENG OR ALL) AND FLEX ON. HOWEVER, AS LONG AS THE N1 TARGET HAS NOT BEEN VERIFIED AFTER ENGINE START, IT MAY NOT INDICATE A FAILURE. THIS ISSUE IS STILL UNDER INVESTIGATION. IF THIS IS THE CASE DURING THE FLIGHT DECK PREPARATION, FOLLOW THE PROCEDURE BELOW: 1. N1 TARGET CHECK MUST BE PERFORMED AFTER ENGINE START AS PRESENTED ON AFTER START CHECKLIST 2. IF N1 TARGET DOES NOT MATCH PRIOR TO ENGINE START, REGARDLESS T/O DATA SET INPUTS, IT DOES NOT INDICATE AN ISSUE. 3. START ENGINES AND CHECK N1 TARGET, WHICH MUST BE WITHIN THE LIMITS (-0,1% UP TO +0,5%) 4. WITHIN LIMITS (AFTER ENGINE START) => GO 5. OUT OF LIMITS (AFTER ENGINE START) => CHECK IF THERE IS COMBINATION WITH ANY REF ANTI ICE (ENG OR ALL) AND FLEX TEMP. IF SO, RECALCULATE YOUR PERFORMANCE CONSIDERING NO FLEX AND SELECT FLEX OFF ON T/O DATA SET => CHECK N1 TARGET. IF WITHIN LIMITS => GO. OTHERWISE, CONTACT MCC.
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DAILY CHECKS (LAST ACCOMPLISHED)

Status of HB-JVM

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024
with TAH: 25'857:47, TAC: 23'226 and average daily utilization 8 HRS, 6 CYC

W/O	Date	Time/UTC	Hrs.	Cyc.	Description
-NONE-					

Status of HB-JVN

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024
 with TAH: 26'403:10, TAC: 23'301 and average daily utilization 8 HRS, 6 CYC

A/C INFO

A/C	A/C-Type	DESCRIPTION
JVN	E190	EMBRAER 190-100 LR

DEFERRED ITEMS ACCORDING MEL

W/O	Date	DD	MEL	ATA	Description
-NONE-					

Deferred Defects

W/O	Date	DD	MEL	ATA	Description
1244744	Iss.: 16.10.2022 Exp.: 23.11.2026 Pln.: 09.03.2026	Y		53	<p>FWD BELLY FAIRING DAMAGE DURING POST FLIGHT INSPECTION FOUND A DENT (COMPOSITE DAMAGE) ON FWD BELLY FAIRING RH (1 METER IN FRONT OF PACK #2 INLET). FWD BELLY FARING DAMAGE PERFORM REPAIR OF FWD BELLY FAIRNG. IAW SRM TASK 51-71-06 LATEST REVISION. COMPOSITE MECHANIC REQUIRED.</p> <p>-----</p> <p>Action: FWD BELLY FAIRING DAMAGE DAMAGE ASSESSMENT PERFORMED. IAW SRM TASK 53-04-00 REV. 45 DAMAGED AREA 40X40 MM DAMAGE TYPE: DENT SPEED TAPE APPLIED IAW SRM 51-22-01 REV. 45 TX TO ADD FOR 7500 FC IAW SRM 53-04-00 REV. 45</p>

Status of HB-JVN

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024

with TAH: 26'403:10, TAC: 23'301 and average daily utilization 8 HRS, 6 CYC

1241897	Iss.: 17.02.2023 Exp.: 20.01.2027 Pln.: 09.03.2026	Y		52-32	<p>AFT CARGO DOOR PAINT DAMAGE PAINT / PROTECTIVE COVER DAMAGE REPORTED BY GND CREW. AFT CARGO DOOR EDGES. PAINT REPAIR PERFORM PAINT REPAIR IAW SRM: 51-23-00 LATEST REV.</p> <p>SEE ATTACHED PICTURES FOR CORRECT PLACES</p> <p>-----</p> <p>Action: AFT CARGO DOOR PAINT DAMAGE ADDITIONALLY FOUND DAMAGED SURFACE (PAINT DAMAGE) ON VENT AND MAIN HANDLE. DAMAGED SURFACE PROTECTED WITH BONDERITE AS REQUIRED IN SRM: 51-75-16 REV.46</p> <p>TX TO ADD FOR 7500FC IAW SRM: 51-75-16 REV.46 FOR FINAL REPAIR.</p> <p>DAMAGE EVALUATED AS NON SIGNIFICANT DAMAGE - PAINT DAMAGE.</p>
5339053	Iss.: 19.08.2023 Exp.: 21.05.2027 Pln.: 09.03.2026	Y		51	<p>PAINT DAMAGE DURING WALK AROUND IT WAS DETECTED MISSING PAINT RIGHT OF AFT PAX DOOR ON THE AFT LH LAVATORY EXAUST AIR CONNECTION HOLE. PAINT DAMAGE PAINT THE AFFECTED AREA IAW SRM 51-23-06 AND 51-23-06 REV 47</p> <p>-----</p> <p>Action: PAINT DAMAGE CLASSIFIED AS NO SIGNIFICANT DAMAGED IAW SRM PARTII 51-23-00 REV 47</p> <p>BONDERIT APPLIED AND TRANSFERED FOR 7500FC FOR PAINT RESTORATION</p>
5370869	Iss.: 12.03.2024 Exp.: 25.04.2024	Y		56	<p>R/H WINDSHIELD HI-LITE REPLACEMENT DURING GVI OF RH WINDSIELD FOUND BURNMARK AT ONE HI-LITE (UPPER OUTBOARD POSITION. 5TH FASTENER OF UPPER RIVET ROW DOWN POSITION).</p> <p>REFER TO ORIGINAL WO #5370489 PERMANENT REPAIR PLEASE PERFORM PERMANENT REPAIR IAW ETD2024-190-007095 LATEST REVISION. (HI-LITE REPLACEMENT)</p> <p>-----</p> <p>Action: TEMP REPAIR TEMPORARY REPAIR PERFORMED IAW ETD2024-190-007095 REV.:/. NO ADDTINAL FINDINGS FOUND.</p> <p>THIS TEMP REPAIR IS VALID FOR 250FC WITH AN REINSPECTION EVERY 50FC</p>

Status of HB-JVN

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 with TAH: 26'403:10, TAC: 23'301 and average daily utilization 8 HRS, 6 CYC

BRIEFING CARD ITEMS

W/O	Date	DD	MEL	ATA	Description
862645	Iss.: 29.07.2016 Exp.: 31.12.2024	N		25-10	<p>COCKPIT SUNSHADE</p> <p>WHEN SLIDING OUT/IN THE SIDE WINDOW SUNSHADE PAY ATTENTION TO NOT SCRATCH THE INNER PLY OF THE WINDOW WHILE PASSING BEHIND THE IPAD HOLDER.</p> <p>NOTE: PERMANENT ADJUSTMENT UNDER INVESTIGATION.</p>

DAILY CHECKS (LAST ACCOMPLISHED)

W/O	Date	Time/UTC	Hrs.	Cyc.	Description
5375471	19.03.2024	00:57	26403:10	23301	Performed in ZRH, last flight no. LX1025
5370087	17.03.2024	06:05	26396:57	23293	Performed in ZRH, last flight no. LX569

Status of HB-JVN

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024

with TAH: 26'403:10, TAC: 23'301 and average daily utilization 8 HRS, 6 CYC

5369229	15.03.2024	02:11	26387:16	23283	Performed in ZRH, last flight no. LX759
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Status of HB-JVO

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024
 with TAH: 27'685:59, TAC: 24'716 and average daily utilization 8 HRS, 6 CYC

A/C INFO

A/C	A/C-Type	DESCRIPTION
JVO	E190	EMBRAER 190-100 LR

DEFERRED ITEMS ACCORDING MEL

W/O	Date	DD	MEL	ATA	Description
1273061	Iss.: 04.02.2024 Exp.: 03.06.2024	N	D 25-20-07	25	<p>DOOR 2R ARMING LEVER COVER BROKEN SIGN: VIB REPLACE MAIN DOOR LINNING ASSY AS SOON AS PARTS ARE AVAILABLE PARTNUMBER LINKED TO PREVIOUS WORKSTEP</p> <p>-----</p> <p>Action: REPLACED THE HINGE AT AFT SERV, MAIN LINNING IAW AMM 25-23-06/400, REV104 LINING DAMAGED BUT RETAINS FULL FUNCTIONALITY TX TO HIL IAW MEL MEL 25-20-07 NEF LIST 3.1 - CABIN</p> <p>Passenger convenience item(s), as expressed in this MEL, are those related to passenger convenience, comfort, or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document.</p> <p>Note: Refer to MEL appendix 1, Nonessential Equipment and Furnishings (NEF) List</p> <p>Maintenance Note: At the inspectors consent, an item that represents risk of injuring passengers should be removed from the airplane.</p>
1280473	Iss.: 15.03.2024 Exp.: 25.03.2024 Pln.: 19.03.2024	N	CDL 23-61-00	23-61	<p>ELEVATOR STATIC DISCHARGER MISSING DURING PFI FOUND ONE STATIC DISCHARGER ON THE LEFT ELEVATOR MISSING STATIC DISCHARGER PLEASE INSTALL THE STATIC DISCHAGER IAW AMM 23-61-01-400-802-A, LATEST REV.</p> <p>-----</p> <p>Action: ELEVATOR STATIC DISCHARGER MISSING DEFECT TRANSFERRED TO ADD LOG IN ACCORDANCE WITH CDL 23-61-00 AFM 1913 REV. 4</p>

Status of HB-JVO

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024
with TAH: 27'685:59, TAC: 24'716 and average daily utilization 8 HRS, 6 CYC

Deferred Defects

W/O	Date	DD	MEL	ATA	Description

Status of HB-JVO

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024

with TAH: 27'685:59, TAC: 24'716 and average daily utilization 8 HRS, 6 CYC

1247143	Iss.: 29.03.2023 Exp.: 16.04.2026	Y		57-43	<p>BIRD STRIKE / LH SLAT 3 WITH DENT DURING PFI-EXTERNAL FOUND DENT AT LH SLAT (BIRD STRIKE?) TEMPORARY REPAIR EMBODIMENT PLEASE PERFORM THE TEMPORARY DENT FILLER REPAIR IAW ETD2023-190-008244-A PARAGRAPH B.</p> <p>.</p> <p>THIS TEMPORARY REPAIR IS VALID FOR 1`400FC UNTIL THE FINAL REPAIR IS TO BE CARRIED OUT. TEMPORARY REPAIR EMBODIMENT PLEASE PERFORM THE TEMPORARY DENT FILLER REPAIR IAW ETD2023-190-008244-A PARAGRAPH B . THIS TEMPORARY REPAIR IS VALID FOR 1`400FC UNTIL THE FINAL REPAIR IS TO BE CARRIED OUT. FINAL REPAIR PERFORM FINAL REPAIR ACC ETD2023-190-008244 REV. A STEP C. PERMANENT REPAIR REP INSPECTION REQUIRED EXTERNAL DET OF REPAIR AREA REQUIRED</p> <p>-----</p> <p>Action: BIRD STRIKE / LH SLAT 3 WITH DENT BIRD STRIKE INSP PERFORMED IAW AMM 05-50-02-200-801-A REV. 94, NO FINDINGS EXCEPT DENT MENTIONED. DENT ASSESSMENT PERFORMED IAW SRM 57-41-01/AD52 REV. 46. L: 270MM / W: 100MM / H: 6.2MM -W/H 16.12 => OUT OF LIMITS. IMMEDIATE AND INTERMEDIATE ACTION PERFORMED WITHOUT FINDINGS AND DEFECT TX FOR 100FC IAW ETD2023-190-008244 FOR FINAL REPAIR.</p> <p>-----</p> <p>Action: TEMPORARY REPAIR EMBODIMENT TEMPORARY DENT FILLER REPAIR PERFORMED IAW ETD2023-190-008244-A PARAGRAPH B AND SRM 51-10-05 ITEM 6 PARAGRAPH D (3) REV 46.</p> <p>DENT FILLER REPAIR NOT COMPLETED.</p> <p>-----</p> <p>Action: TEMPORARY REPAIR EMBODIMENT TEMPORARY DENT FILLER REPAIR PERFORMED IAW ETD2023-190-008244-A PARAGRAPH B AND SRM 51-10-05 REV 46.</p> <p>TX FOR 1400FC AS PER ETD2023-190-008244-A REV. A</p> <p>-----</p> <p>Action: FINAL REPAIR PERFROMED IAW ETD 2023-190-008244 REV A, NOTE 2 PERMANANT SRM 57-41-01 REPAIR 54P REV 47</p> <p>FOR NDT REF TO REPORT NDT/ET 231165 ENTERED WTO D&B CHART UB^NDER ITEM 90.</p> <p>LH SLAT NO 3 REMOVED AND INSTALLED IAW AMM 27-81-07-000/-400 -801-A, REV. 100 AND ANTI-ICE PICCOLO TUBE REMOVED AND INSTALLED IAW AMM 30-11-05-000/-400 -801-A, REV. 100.</p> <p>EXTERNAL DET OF REPAIRED AREA REQUIRED AT AN INTERVAL OF 5000FC OR 6650FH, WHILHEVER OCCURS FIRST, LISTED IN SOLINIR DIC, ITEM 2.</p>
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Status of HB-JVO

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024

with TAH: 27'685:59, TAC: 24'716 and average daily utilization 8 HRS, 6 CYC

5370870	Iss.: 12.03.2024 Exp.: 22.03.2024 Pln.: 21.03.2024	Y		32-21	NLG PLACARD MISSING DURING INSPECTION DETECTED MISSING PLACARD ON NLG SHOCK, "NON-MANDATORY", "CAUTION-DISENGAGE STEERING BEFORE TOWING". PLACARD INST. INSTALL PLACARD IAW AIPC INTRODUCTION LATEST REVISION. ----- Action: TX TO ADD FOR 10 DAYS. NO MEL ITEM, NO MANDATORY PLACARD IAW AIPC INTRODUCTION
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BRIEFING CARD ITEMS

W/O	Date	DD	MEL	ATA	Description
862671	Iss.: 30.07.2016 Exp.: 31.12.2024	N		25-10	COCKPIT SUNSHADE WHEN SLIDING OUT/IN THE SIDE WINDOW SUNSHADE PAY ATTENTION TO NOT SCRATCH THE INNER PLY OF THE WINDOW WHILE PASSING BEHIND THE IPAD HOLDER. NOTE: PERMANENT ADJUSTMENT UNDER INVESTIGATION.

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Status of HB-JVO

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024
with TAH: 27'685:59, TAC: 24'716 and average daily utilization 8 HRS, 6 CYC

DAILY CHECKS (LAST ACCOMPLISHED)

W/O	Date	Time/UTC	Hrs.	Cyc.	Description
5375466	18.03.2024	03:50	27683:27	24713	Performed in ZRH, last flight no. LX561
5375465	16.03.2024	01:26	27672:55	24699	Performed in ZRH, last flight no. LX1175
5370022	14.03.2024	01:45	27662:49	24685	Performed in ZRH, last flight no. LX1623

Status of HB-JVP

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024
 with TAH: 25'377:00, TAC: 22'508 and average daily utilization 8 HRS, 6 CYC

A/C INFO

A/C	A/C-Type	DESCRIPTION
JVP	E190	EMBRAER 190-100 LR

DEFERRED ITEMS ACCORDING MEL

W/O	Date	DD	MEL	ATA	Description
-NONE-					

Deferred Defects

W/O	Date	DD	MEL	ATA	Description

Status of HB-JVP

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024

with TAH: 25'377:00, TAC: 22'508 and average daily utilization 8 HRS, 6 CYC

1203013	Iss.: 02.04.2022 Exp.: 15.02.2026 Pln.: 30.05.2025	Y		51-75	<p>CREW REPORT - DOOR DAMAGE CREW REPORT:</p> <p>FWD SERVICE DOOR 1R WITH PAINT DAMAGE ON LOWER EDGE REPAIR PLEASE APPLY BONDERITE WITHIN THE 50 FC AND RESTORE FINISHING AS GIVEN IN SRM PART II 51-23-00.</p> <p>MCC NOTE: IF NOT POSSIBLE TO RESTORE FINISHING, TX WO FOR 7500 FC AFTER BONDERITE APPLICATION. SR; 51-75-16.</p> <p>FINISHING RESTORATION PLEASE RESTORE THE FINISHING IAW. SRM PART II 51-23-00 LATEST REV.</p> <p>----- Action: ASSESSMENT DAMAGE ASSESSED, PAINT PEELING OF ONLY. DEFECT TX TO ADD IAW SRM 51-75-16 REV. 44 FOR 50FC FOR BONDERITE APPLICATION.</p> <p>----- Action: REPAIR BONDERITE APPLIED IAW. SRM PART II 51-23-00 REV. 44</p> <p>TX FOR 7500 FC DUE TO NOT POSSIBLE OF RESTORE FINISH</p>
5273415	Iss.: 11.11.2022 Exp.: 29.08.2026 Pln.: 30.05.2025	Y		05-20	<p>VENT FLAP 1L PAINT DURING BABY CHECK FOUND PAINT FLAKING ON THE VENT FLAP OF DOOR 1L PAINT RESTORATION PLEASE RESTORE PAINT COVER IAW SRM 51-23-00 CURRENT REVISION</p> <p>----- Action: VENT FLAP 1L PAINT MISSING PAINT IDENTIFIED AS NON-SIGNIFICANT DAMAGE IAW SRM 51-75-16 REV 46 AS PER SRM 51-75-16 REV 46: ALODINE APPLIED PLS RESTORE THE PAINT COVER WITHIN 7500 FC</p>
5276240	Iss.: 23.11.2022 Exp.: 10.09.2026 Pln.: 30.05.2025	Y		05-20	<p>PAINT DAMAGE BELOW 1L DOOR SILL FOUND PAINT MISSING BELOW FWD PAX DOOR (DOOR 1L)</p> <p>DIMENSIONS: CA. 2.5 X 2.5CM REPAINTING RESTORE TOPCOAT OF DAMAGED AREA</p> <p>----- Action: PAINT DAMAGE BELOW 1L DOOR SILL PAINT DAMAGE CONSIDERED NON-SIGNIFICANT DAMAGE ACC SRM 51-75-16 ALODINE APPLIED ACC SRM 51-23-04 AND TX FOR 7500FC FOR REPAINTING SRM REV 46</p>

Status of HB-JVP

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024

with TAH: 25'377:00, TAC: 22'508 and average daily utilization 8 HRS, 6 CYC

5276244	Iss.: 24.11.2022 Exp.: 10.09.2026 Pln.: 30.05.2025	Y		05-20	PAINT DAMAGE LH PYLON FOUND PAINT DAMAGE ON LH ENG OUTBOARD PYLON DIMENSIONS: CA 60 X 10CM REPAINTING RESTORE TOPCOAT OF DAMAGED AREA ----- Action: PAINT DAMAGE LH OUBOARD PYLON PAINT DAMAGE CONSIDERED NON-SIGNIFICANT DAMAGE ACC SRM 51-75-16 ALODINE APPLIED ACC SRM 51-23-04 AND TX FOR 7500FC FOR REPAINTING SRM REV 46
5276245	Iss.: 24.11.2022 Exp.: 10.09.2026 Pln.: 30.05.2025	Y		05-20	PAINT DAMAGES AROUND EXT PWR PANEL FOUND PAINT DAMAGES ON EXTERNAL POWER ACCESS PANEL AND SURROUND REPAINTING RESTORE TOPCOAT OF DAMAGED AREA ----- Action: PAINT DAMAGES AROUND EXT PWR PANEL PAINT DAMAGE CONSIDERED NON-SIGNIFICANT DAMAGE ACC SRM 51-75-16 ALODINE APPLIED ACC SRM 51-23-04 AND TX FOR 7500FC FOR REPAINTING SRM REV 46
5286503	Iss.: 24.01.2023 Exp.: 03.10.2026 Pln.: 30.05.2025	Y		53	PAINT DAMAGE ABOVE FORWARD CARGO DOOR REPAIR PERFORM FINAL REPAIR IAW SRM: 51-23-06 ----- Action: PAINT DAMAGE SURFACE PROTECTED WITH BONDERITE IAW SRM: 51-75-16 AND 51-23-04 REV.46 TX TO ADD FOR 7500FC IAW SRM: 51-23-04 REV.46

Status of HB-JVP

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024

with TAH: 25'377:00, TAC: 22'508 and average daily utilization 8 HRS, 6 CYC

5286504	Iss.: 24.01.2023 Exp.: 06.10.2026 Pln.: 30.05.2025	Y		55	<p>PAINT DAMAGE ON RH SIDE OF VERTICAL STABILIZER ON ACCESS PANEL 323FR - AMM WITH POSITION WILL BE ATTACHED WITH WO.</p> <p>PAINT DAMAGE FOLLOW SRM: 51-75-16</p> <p>APPLY BONDERITE IAW SRM: 51-23-04 AND TX TO 7500FC FOR FINAL REPAIR OR PERFORM PAINT REPAIR IAW SRM: 51-23-00</p> <p>PAINT DAMAGE PLEASE PERFORM FNAL REPAIR IAW. SRM 51-23-00 PLEASE PERFORM FNAL REPAIR IAW. SRM 51-23-00</p> <p>-----</p> <p>Action: TX DUE TO NO ACCESS TO MENTIONED SURFACE TX TO 50FC IAW SRM: 51-75-16 REV.46</p> <p>-----</p> <p>Action: PAINT DAMAGE BONDERITE APPLIED IAW. SRM 51-23-04 REV. 46</p> <p>TX FOR 7500FC FOR FINAL REPAIR</p> <p>-----</p> <p>Action: PAINT DAMAGE TX DUE TO HANGAR NOT AVAILABLE</p>
5306059	Iss.: 30.04.2023 Exp.: 26.12.2026 Pln.: 30.05.2025	Y		53-10	<p>PAINT MISSING IN RH RVSM AREA FOUND PAINT MISSING IN RH RVSM CRITICAL AREA IN FRONT OF TAT SENSOR 2 BETWEEN FR03 AND FR04.</p> <p>PAINT MISSING IN RH RVSM AREA RESTORE ORIGINAL PAINT FINISHING IAW SRM 51-23-00</p> <p>-----</p> <p>Action: PAINT MISSING IN RH RVSM AREA ACCORDING TO SRM 53-10-01/AD54 TABLE 103 MISSING PAINT IN THIS AREA IS ALLOWED IN ANY EXTENSION. IN ACCORDANCE WITH SRM 51-75-16 PARAGRAPH 3. BONDERITE APPLIED TO AFFECTED AREA. ORIGINAL FINISHING TO BE RESTORED WITHIN 7500FC. SRM REV 46</p>

Status of HB-JVP

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024

with TAH: 25'377:00, TAC: 22'508 and average daily utilization 8 HRS, 6 CYC

1225880	Iss.: 03.06.2023 Exp.: 31.01.2027 Pln.: 30.05.2025	Y		52	<p>FWD CARGO DOOR PLS CHECK FWD CARGO DOOR FRAME. THERE ARE SOME "GAPS" IN THE FRAME. (PICTURES SENT TO MCC@HELVETIC.COM)</p> <p>FWD CARGO DOOR SURROUND PLS REPAINT FWD CARGO DOOR SURROUND FWD EDGE IAW. SRM 51-23-05 AND SRM 51-23-06</p> <p>NOTE: DUE TO THE FACT THAT OLD PAINT IS VERY THICK SEALANT COULD BE USED TO MAKE A SMOOTH CONTURE IF NEEDED</p> <p>----- Action: FWD CARGO DOOR DAMAGE ASSESSMENT PERFORMED IAW. SRM 51-10-02 REV.47 FOUND VARIOUS PAINT LAYERS OVER EACH OTHER ON 4 SPOTS PAINT DAMAGED. DUE TO THAT FACT PAINT IS VERY THICK ON THIS SPOT. SEE PICTURE</p> <p>LOCATION FWD CARGO DOOR SURROUND FWD EDGE BETWEEN STRG 21R - STGR 23R</p> <p>METAL SURFACE IS NOT DAMAGED, TX IAW. SRM 51-75-16 - METAL STRUCTURE - NON SIGNIFICANT DAMAGE FOR 7500FC. ALODINE APPLIED</p>
5337024	Iss.: 08.08.2023 Exp.: 03.04.2027 Pln.: 30.05.2025	Y		05-20	<p>FINDING (NRC) DOCUMENT A/C BABY CHECK DURING BABY CHECK IT WAS FOUND TOPCOAT MISSING AND COMPOSITE VISIBLE ON THE FWD WING-TO-FUSELAGE FAIRING (ACCESS 191FL) FINAL REPAIR PLEASE PERFORM FINAL REPAIR WHEN SCHEDULED IAW SRM 51-23-06 LATEST REV.</p> <p>----- Action: FINDING (NRC) DOCUMENT A/C BABY CHECK COMPOSITE INSPECTION PERFORMED AND DETERMINATED AS NON-SIGNIFICANT DAMAGE IAW SRM 51-70-12 REV.47</p> <p>JUST COSMETIC DAMAGE</p> <p>TX FOR 7500FC</p> <p>DAMAGE PROTECTED WITH HIGH SPEED TAPE IAW SRM 51-22-01 REV.47 REFER WO: 5337025 FOR REP. INSP.</p>
1260200	Iss.: 11.09.2023 Exp.: 08.05.2027 Pln.: 30.05.2025	Y		51	<p>PAINT / COMPOSITE DAMAGE PAINT AND COMPOSITE DAMAGE FOUND ON LH PACK INLET DURING PFI FINAL REPAIR PERFORM FINAL REPAIR IAW SRM 51-27-07</p> <p>----- Action: PAINT / COMPOSITE DAMAGE DAMAGE CONSIDERED AS NON SIGNIFICANT DAMAGE IAW SRM 51-71-01 TX FOR 7500FC</p> <p>APPLIED HIGH SPEED TAPE IAW.SRM 51-22-01 SRM.REV 47</p>

Status of HB-JVP

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024

with TAH: 25'377:00, TAC: 22'508 and average daily utilization 8 HRS, 6 CYC

5358779	Iss.: 30.11.2023 Exp.: 03.07.2027 Pln.: 30.05.2025	Y		05-20	FINDING (NRC) DOCUMENT A/C BABY CHECK FOLLOWING BABY CHECK WALK AROUND, FOUND MISSING PAINT ON FWD FUSELAGE , BETWEEN FRAME 4 AND 5 UPER RIGHT SIDE AREA .PERFORM REPAIR IAW SRM 51-75-17 PERFORM PAINT RESTORE IAW SRM PART 2 51-23-00 REV LAST REV ----- Action: INSPECTION OF MISSING PAINT PERFORMED IAW SRM 51-75-16 REV 48 TX FOR 7500 FC
1270450	Iss.: 29.02.2024 Exp.: 07.08.2027	Y		51	PAINT DAMAGE FOUND ON PFI BELOW WIPER ON COP SIDE REPAIR PERFORM FINAL REPAIR MCC NOTE: (SRP17.03.2024) HST APPLIED TO PROTECT PAINT. LARG AMOUNT OF PAINT FLACKING. REQUIRES LOOSE PAINT TO BE REMOVED, SANDED AND TOP COAT REAPPLICATION. ----- Action: PAINT DAMAGE DUE TO NO TIME TX TO ADD FOR 7500FC PERFORMED ASSESSMENT,DAMAGE CONSIDERED AS NON SIGNIFICANT IAW.SRM 51-75-16 REV 48 HST APPLIED IAW.SRM 51-22-01 REINSPECTION REQUIRED EVERY 50FC
1277354	Iss.: 06.03.2024 Exp.: 12.08.2027	Y		53	DURING PFI PAINT DAMAGED FOUND ON HORIZONTAL STABILIZER SEAL ----- Action: INSPECTION PERFORMED IAW SRM 51-10-02, FOUND DAMAGED PAINT ON TAIL SECTION RH SIDE DUE CONTACT WITH SEAL OF ACCESS PANEL 342AR. TX TO DD AS NON-SIGNIFICANT DAMAGE ACC SRM 51-75-16 FOR 7500FC
5370463	Iss.: 09.03.2024 Exp.: 28.03.2024 Pln.: 18.03.2024	Y		56	FINDING (NRC) PART REQUIREMENT GV (GENERAL VISUAL INSPECTION) / WDSDH, DURING ACCOMPLISHMENT FROM WO: 5356311, WORKSET 2, DETECTED THE MOISTURE SEAL FROM RH WINDSHIELD DAMAGED ON THE UPPER INB. SIDE. PERMANENT REPAIR PERFORM PERMANENT REPAIR TO THE RH WINDSHIELD MOISTURE SEAL ON THE UPPER INB. SIDE IAW AMM: 56-11-00-300-801-A, LATEST REVISION. ----- Action: DAMAGE WITHIN LIMITS FOR A TEMPORARY REPAIR IAW AMM: 56-11-00-300-801-A, REV:105 SPEED TAPE APPLIED IAW SRM: 51-22-01, RV:48. TX TO ADD IAW AMM: 56-11-00-300-801-A, REV:105. FLY-BY 100FH.

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Status of HB-JVP

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024
 with TAH: 25'377:00, TAC: 22'508 and average daily utilization 8 HRS, 6 CYC

BRIEFING CARD ITEMS

W/O	Date	DD	MEL	ATA	Description
862670	Iss.: 30.07.2016 Exp.: 31.12.2024	N		25-10	<p>COCKPIT SUNSHADE</p> <p>WHEN SLIDING OUT/IN THE SIDE WINDOW SUNSHADE PAY ATTENTION TO NOT SCRATCH THE INNER PLY OF THE WINDOW WHILE PASSING BEHIND THE IPAD HOLDER.</p> <p>NOTE: PERMANENT ADJUSTMENT UNDER INVESTIGATION.</p>

DAILY CHECKS (LAST ACCOMPLISHED)

Status of HB-JVP

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024

with TAH: 25'377:00, TAC: 22'508 and average daily utilization 8 HRS, 6 CYC

W/O	Date	Time/UTC	Hrs.	Cyc.	Description
5370861	17.03.2024	00:04	25374:50	22506	Performed in ZRH, last flight no. LX1053
5370862	15.03.2024	01:57	25366:42	22496	Performed in ZRH, last flight no. LX425
5369812	13.03.2024	01:10	25357:09	22486	Performed in ZRH, last flight no. LX639

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Status of HB-JVX

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024

with TAH: 28'500:07, TAC: 14'283 and average daily utilization 8 HRS, 6 CYC

A/C INFO

A/C	A/C-Type	DESCRIPTION
JVX	E190	EMBRAER 190-100 LR

DEFERRED ITEMS ACCORDING MEL

W/O	Date	DD	MEL	ATA	Description
1275441	Iss.: 21.01.2024 Exp.: 20.05.2024	N	D 25-21-10-3)-a)	25	<p>IN REF TO SEQ ATLB NUMBER 1275440</p> <p>ARM REST BROKE IN SEAT 13D/F PLEASE INSTALL NEW ARMREST WHEN PARTS AVAILABLE IAW AMM 25-21-14-400-801-A LATEST REV</p> <p>-----</p> <p>Action: ARMREST REMOVED IAW AMM 25-21-15-000-801-A REV 54. DEFECT TX TO ADD IAW MEL 25-21-10 3)A DISPATCH CONDITION A WITH ARM REST MISSING, SEAT LOCK IN UPRIGHT POSITION AND NO LONGER INOP.</p> <p>May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.</p>
1273608	Iss.: 08.02.2024 Exp.: 07.06.2024	N	D 25-20-07	25	<p>REGARDING ACL SEQ. NUMBER 4045167, CREW REPORT AFT COFFEE MAKER U/S, DO NOT SUPPLY WATER WHEN PRESSING BUTTON BREW OR BUTTON TEA AFT GALLEY COFFEE MAKER REPLACE COFFEE MAKER IAW 25-37-03/400 LATEST REV.</p> <p>****MCC NOTE: OLD COFFEE MAKER NEEDS TO BE REMOVED FROM AIRCRAFT AND SEND FOR SHOP REPAIR**** COFFEE MAKER INSTALL SERVICEABLE COFFEE MAKER ONCE AVAILABLE</p> <p>-----</p> <p>Action: TX TO ADD IAW MEL 25-20-07 REV.18 AS A NEF ITEM</p> <p>-----</p> <p>Action: COFFEE MAKER AFT GALLEY COFFEE MAKER REMOVED IAW AMM TASK 25-37-03-400-801-A REV 92</p> <p>Passenger convenience item(s), as expressed in this MEL, are those related to passenger convenience, comfort, or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document.</p> <p>Note: Refer to MEL appendix 1, Nonessential Equipment and Furnishings (NEF) List</p> <p>Maintenance Note: At the inspectors consent, an item that represents risk of injuring passengers should be removed from the airplane.</p>

Status of HB-JVX

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024
with TAH: 28'500:07, TAC: 14'283 and average daily utilization 8 HRS, 6 CYC

Deferred Defects

W/O	Date	DD	MEL	ATA	Description

Status of HB-JVX

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024

with TAH: 28'500:07, TAC: 14'283 and average daily utilization 8 HRS, 6 CYC

5365347	Iss.: 28.01.2024 Exp.: 29.06.2024	Y		53-04	LH PACK INLET DURING BABY CHECK FOUND DONDING PLATE DOSBONDING ON LH PACK INLET. REPAIR PERFORM REPAIR IAW SRM 51-71-09 LAST REV. MCC NOTE: TO BE INSPECTED AND DAMAGED CLASSIFIED. POSSIBLE WE NEED SRT FOR COMPOSITE REPAIR. REPAIR PERFORM REPAIR IAW SRM 51-71-09 LAST REV. PERFORM REPAIR IAW SRM 51-71-09 LAST REV. ----- Action: LH PACK INLET PERFORMED IMMEDIATE ACTION IAW SRM 53-04-22 REV. 48 SPEED TAPE APPLIED IAW SRM 51-22-01 REV.48 TX FOR 750 FC ----- Action: REGARDING TO MCC REQUEST: -INSPECTION OF INLET PACK #1 PERFORMED IAW SRM 53-04-22, REV.48. -AFTER CONSULTING SRM 51-70-01,REV.48, DAMAGED DETERMINED AS ABRASION AND 1 PLY DELAMINATION. PERFORM REPAIR IAW SRM 51-71-09 LAST REV. ----- Action: DUE TO PLANNING REASONS, NOT ABLE TO PERFORM COMPOSITE REPAIR. TRANSFERRED
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Status of HB-JVX

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024

with TAH: 28'500:07, TAC: 14'283 and average daily utilization 8 HRS, 6 CYC

5368414	Iss.: 27.02.2024 Exp.: 30.09.2025 Pln.: 01.11.2024	Y		05-50	FINDING (NRC) W/O 5368389 FOUND LIGHTNING STRIKE POINT ON CENTER FUSELAGE 1 TOP SKIN ,FRAME 27/28 (UPPER RED BEACON AREA)STRINGER 1LH/2LH PERMANENT REPAIR PERFORM FINAL REPAIR IAW SRM 53-00-00 AND SRM 51-10-03 TYPEB OR C LATEST REVISION PERMANENT REPAIR PLEASE PERFORM THE REPAIR ACCORDING TO REPAIR SECTION BEFORE THE END OF THE FLY-BY ----- Action: DAMAGE ASSESSMENT CARRIED OUT IAW SRM 53-00-00/AD54 REV.48. DAMAGE IS ACCEPTABLE FOR A 200 FC FLY-BY PERIOD. ITEM TX FOR 200FC FOR FINAL REPAIR. ALODINE APPLIED ON AFFECTED AREAS. MCC NOTE: SUL 29.02.2024 TRANSFER BASELINE COUNTER SET FOR THE DATE/HOURS AND CYCLES OF LIGHTNING STRIKE EVENT IN 25.02.2024 ----- Action: ASSESSMENT PERFORMED IAW SRM 53-21-01 REV48 TX IAW SRM 53-21-01/AD51 REV48 , DETAILS ON TABLE 101 (THICKNESS REDUCTION - UNRIVETED AREAS) AND FIGURE 111 SHEET 1 FLY-BY OF 3000FC AND REP. INSP EACH 200 FC NOTE: IMMEDIATE ACTION PERFORMED AS REQUIRED ON TABLE 101
5368614	Iss.: 28.02.2024 Exp.: 20.04.2024	Y		56-11	FINDING (NRC) W/O 536839 DURING LIGHTNING STRIKE FOUND SEVERAL BURNMARKS AT L/H COCKPIT WINDSHIELD RETAINER PERMANENT REPAIR PERFORM FINAL REPAIR IAW ETD2024-190-005815 LATEST REVISION ----- Action: DUE TO SEVERAL BURNMARKS ALSO CLOSE TO HI LITE FASTENERS OF WINDSHIELD RETAINER PICTURES TAKEN AND FORWARDED TO MCC FOR E TRACK INVESTIGATION ----- Action: ETD TEMPORARY REPAIR IAW ETD2024-190-005815 REV./ TEMPORARY REPAIR PERFORMED. THIS FLY BY IS VALID FOR 250FC WITH AN REINSPECTION EVERY 50FC ITEM TRANSFERRED

Status of HB-JVX

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024

with TAH: 28'500:07, TAC: 14'283 and average daily utilization 8 HRS, 6 CYC

5368618	Iss.: 28.02.2024 Exp.: 20.04.2024	Y		56-11	<p>FINDING (NRC) W/O 5368389 DURING LIGHTNING STRIKE FOUND SEVERAL BURNMARKS AT R/H COCKPIT WINDSHIELD RETAINER AND ALSO ONE HI-LITE FASTENER AND ADJACENT CS AFFECTED PERMANENT REPAIR PERFORM FINAL REPAIR IAW ETD2024-190-005815 LATEST REVISION</p> <p>-----</p> <p>Action: DUE TO SEVERAL BURNMARKS ALSO CLOSE TO HI LITE FASTENERS OF WINDSHIELD RETAINER PICTURES TAKEN AND FORWARDED TO MCC FOR E TRACK INVESTIGATION</p> <p>-----</p> <p>Action: TEMPORARY REPAIR IAW ETD2024-190-005815 REV./ TEMPORARY REPAIR PERFORMED. THIS FLY BY IS VALID FOR 250FC WITH AN REINSPECTION EVERY 50FC</p> <p>ITEM TRANSFERRED</p>
5368732	Iss.: 28.02.2024 Exp.: 24.04.2024	Y		53-10	<p>FINDING (NRC) W/O 5368389 DURING LIGHTNING STRIKE INSPECTION FOUND BURNMARK ON FWD FUSELAGE BETWEEN STR02L AND STR04L , BETWEEN FR03 AND FR04 PERMANENT REPAIR PERFORM FINAL REPAIR IAW SRM 53-00-00 AND SRM 51-10-03 TYPEB OR C LATEST REVISION PERMANENT REPAIR PLEASE PERFORM PERMANENT REPAIR IAW SRM 53-00-00/REPAIR53P, LATEST REV.</p> <p>-----</p> <p>Action: DAMAGE ASSESSMENT CARRIED OUT IAW SRM 53-00-00/AD54 REV.48. DAMAGE IS ACCEPTABLE FOR A 200 FC FLY-BY PERIOD. ITEM TX FOR 200FC FOR FINAL REPAIR.</p> <p>MCC NOTE: SUL 29.02.2024 TRANSFER BASELINE COUNTER SET FOR THE DATE/HOURS AND CYCLES OF LIGHTNING STRIKE EVENT IN 25.02.2024</p> <p>-----</p> <p>Action: PERMANENT REPAIR PERFORMED INSPECTION IAW SRM 53-00-00/AD54, REV. 48</p> <p>DAMAGE TYPE E</p> <p>THICKNESS REDUCTION WITHIN LIMITS AS CONFIRMED ON THE ATTACHED NDT REPORT</p> <p>TX FOR 200 FC UNTIL PERMANENT REPAIR</p>

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Status of HB-JVX

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024
with TAH: 28'500:07, TAC: 14'283 and average daily utilization 8 HRS, 6 CYC

BRIEFING CARD ITEMS

W/O	Date	DD	MEL	ATA	Description
5306011	Iss.: 28.04.2023 Exp.: 01.05.2026	N		27	STEEP APPROACH NOT INSTALLED STEEP APPROACH MODE NOT INSTALLED YET AND NOT AVAILABLE ON THIS AIRCRAFT
5320895	Iss.: 05.06.2023 Exp.: 01.05.2026	N		34-41	RAAS (RUNWAY AWARENESS AND ADVISORY SYSTEM) NOT INSTALLED RAAS (RUNWAY AWARENESS AND ADVISORY SYSTEM) NOT INSTALLED YET AND NOT AVAILABLE ON THIS AIRCRAFT.
5324605	Iss.: 19.06.2023 Exp.: 01.05.2026	N		35-20	AIRCRAFT EQUIPPED WITH 12 MINUTES OXYGEN AIRCRAFT EQUIPPED WITH 12 MINUTES OXYGEN.
5353664	Iss.: 26.10.2023 Exp.: 31.12.2024	N		17	OPERATIONAL LIMITATIONS OPERATIONAL LIMITATIONS: MINIMUM SAT IN-FLIGHT -65°C. (REFER TO AFM CHAPTER 2-10). ----- INFO: CREW AWARENESS ACCORDING TO MOC #266.3.1.
5360753	Iss.: 20.12.2023 Exp.: 31.12.2024	N		23-11	HF SYSTEM CB DISABLED IN THE RH CB PANEL, THE CB0234 AND CB0235 ARE BLOCKED (OPEN) AND DECLARED INOP DUE TO THE REMOVAL OF THE HF SYSTEM, IN LINE WITH SB 190-23-0001 - PART II.

Status of HB-JVX

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024
with TAH: 28'500:07, TAC: 14'283 and average daily utilization 8 HRS, 6 CYC

DAILY CHECKS (LAST ACCOMPLISHED)

W/O	Date	Time/UTC	Hrs.	Cyc.	Description
5370848	18.03.2024	01:52	28498:00	14280	Performed in ZRH, last flight no. LX425
5370846	15.03.2024	05:05	28489:24	14270	Performed in ZRH, last flight no. LX1169
5370443	12.03.2024	01:54	28480:29	14260	Performed in ZRH, last flight no. LX1175

Status of HB-JVY

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024
with TAH: 28'326:50, TAC: 13'991 and average daily utilization 8 HRS, 6 CYC

A/C INFO

A/C	A/C-Type	DESCRIPTION
JVY	E190	EMBRAER 190-100 LR

DEFERRED ITEMS ACCORDING MEL

W/O	Date	DD	MEL	ATA	Description
5370474	Iss.: 09.03.2024 Exp.: 07.07.2024	N	D 25-20-07	25	RISC - COFFEE MAKER REMOVE IN SERVICEABLE CONDITION AFT COFFEE MAKER TO BE PLACED IN FWD POSITION DUE TO CREW COMPLAINTS. TX THIS WO IAW MEL 25-20-07 LATEST REVISION REF. TO AMM 25-37-03-000-801-A PN OFF: 4510-48LG00 S/N OFF: 367426503 INSTALLATION PLEASE INSTALL AFT COFFEE MAKER WHEN AVAILABLE AMM 25-37-03-400-801-A ----- Action: AFT CM REMOVED IN SERVICEABLE CONDITION IAW AMM: 25-37-03-000-801-A REV.93 DEFECT TX TO ADD IAW MEL 25-20-07 REV.18 FOR 120 DAYS "D"ITEM. Passenger convenience item(s), as expressed in this MEL, are those related to passenger convenience, comfort, or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document. Note: Refer to MEL appendix 1, Nonessential Equipment and Furnishings (NEF) List Maintenance Note: At the inspectors consent, an item that represents risk of injuring passengers should be removed from the airplane.

Status of HB-JVY

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024

with TAH: 28'326:50, TAC: 13'991 and average daily utilization 8 HRS, 6 CYC

1264700	Iss.: 17.03.2024 Exp.: 15.07.2024	N	D 25-20-07	25-37 FWD CM NO WATER ON FWD CM FWD CM INSTALL FWD CM IAW AMM: 25-37-03-400-801-A LATEST REV. WHEN PART WILL BE AVAILABLE ----- Action: FWD CM FOUND CLOSED SHUTOFF VALVE, VALVE RE-OPENED. AFTER THIS ACTION CM START LEAKING. FWD CM REMOVED IAW AMM: 25-37-03/400 REV.94 TX TO ADD IAW MEL: 25-20-07 CAT.D REV.18 AS NEF ITEM GALLEY. CB SECURED OUT, PLACARD INSTALLED. Passenger convenience item(s), as expressed in this MEL, are those related to passenger convenience, comfort, or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document. Note: Refer to MEL appendix 1, Nonessential Equipment and Furnishings (NEF) List Maintenance Note: At the inspectors consent, an item that represents risk of injuring passengers should be removed from the airplane.
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Deferred Defects

W/O	Date	DD	MEL	ATA	Description
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Status of HB-JVY

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024

with TAH: 28'326:50, TAC: 13'991 and average daily utilization 8 HRS, 6 CYC

5348667	Iss.: 22.09.2023 Exp.: 26.05.2024 Pln.: 06.05.2024	Y		05	<p>LIGHTNING STRIKE REFER TO W/O 1266279 ETD PERFORM ETD 2023-190-023773 TEMPORARY REPAIR B PLEASE PERFORM THE TEMPORARY REPAIR B IAW ETD2023-190-0237773-B</p> <p>TX THE DAMAGE FOR 500FC PERMANENT REPAIR PERFORM PERMANENT REPAIR.</p> <p>SEE ATTACHED INSTRUCTIONS. WE HAVE TO PERFORM FIRST TASKS, THEN RESULTS HAVE TO BE REPORTED TO AERNNOVA TO PERFORM PERMANENT REPAIR EVALUATION.</p> <p>MCC NOTE: (SUL 14.02.2024) PERFORM THE PERMANENT REPAIR IAW ETD2023-190-023773 REV. B (LINK ATTACHED)</p> <p>----- Action: LIGHTNING STRIKE FOUND ON ELEVATOR LH TRAILING EDGE BURNING MARK DUE TO EXIT POINT FOR THE LIGHTNING STRIKE. DAMAGE MEASURED: 3 CM AND 2 CM</p> <p>----- Action: ETD TEMPORARY REPAIR PERFORMED IAW ETD 2023-190-023773</p> <p>NOTE : THIS TEMPORARY REPAIR IS VALID FOR 750FC AS OF SEPTEMBER 22, 2023.</p> <p>----- Action: TEMPORARY REPAIR B TEMPORARY REPAIR PERFORMED IAW ETD: ETD2023-190-023773 REV.B STEP B.</p>
5360653	Iss.: 19.12.2023 Exp.: 10.08.2027	Y		05-20	<p>FINDING (NRC) DOCUMENT A/C BABY CHECK FOLLOWING BABY CHECK WALK AROUND, FOUND SEVERAL POINTS OF SHAFFING ON FWD PAX DOOR FRAME.PERFORM REPAIR IAW SRM 53-10-21 LAST REVISION PERFORM REWORK IAW SRM 53-10-21 LAST REV AND SRM PART 2 51-10-03 LAST REV</p> <p>MCC NOTE: PICTURES ATTACHED SUL 21.12.2023</p> <p>----- Action: INSPECTION PERFORMED IAW SRM 53-10-21 REV 60 TABLE 101,FOUND WIDTH BELOW 2MM ,PERFORM REWORK IAW SRM 53-10-21 LAST REV AND SRM PART 2 51-10-03 LAST REV</p>

Status of HB-JVY

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024

with TAH: 28'326:50, TAC: 13'991 and average daily utilization 8 HRS, 6 CYC

5367444	Iss.: 16.02.2024 Exp.: 15.06.2024	Y		11-00	<p>FINDING (NRC) TASKCARD OAW-11-00-01 (03) / (GVI) FOUND MISSING SEAT ROW PLACARDS 13BA AND 13 FD PLACARDS PLEASE INSTALL THE PLACARDS IAW AMM 20-10-09/400 , LATEST REV</p> <p>MCC NOTE: (SRP, 16.03.2024) AS PER PURCHASING REMARKS, EDD 03.06.2024. PLEASE TX WO FOR 90 DAYS PLACARDS PLEASE INSTALL THE PLACARDS IAW AMM 20-10-09/400 , LATEST REV</p> <p>----- Action: FINDING (NRC) TASKCARD OAW-11-00-01 (03) / (GVI) DUE TO PNA TX FOR 30 DAYS</p> <p>----- Action: PLACARD 13FD INSTALLED IAW AMM 20-10-09/400 REV.94 NOT POSSIBLE TO INSTALL PLACARD 13AC DUE TO PNA</p>
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BRIEFING CARD ITEMS

W/O	Date	DD	MEL	ATA	Description
5306016	Iss.: 28.04.2023 Exp.: 01.05.2026	N		27	STEEP APPROACH NOT INSTALLED STEEP APPROACH MODE NOT INSTALLED YET AND NOT AVAILABLE ON THIS AIRCRAFT
5328177	Iss.: 29.06.2023 Exp.: 01.05.2026	N		34-43	RAAS (RUNWAY AWARENESS AND ADVISORY SYSTEM) NOT INSTALLED RAAS (RUNWAY AWARENESS AND ADVISORY SYSTEM) NOT INSTALLED YET AND NOT AVAILABLE ON THIS AIRCRAFT.

Status of HB-JVY

Operated by HELVETIC AIRWAYS AG

TRN

Forecast for next 5 days, data based on last Flight Log entry from 18.03.2024

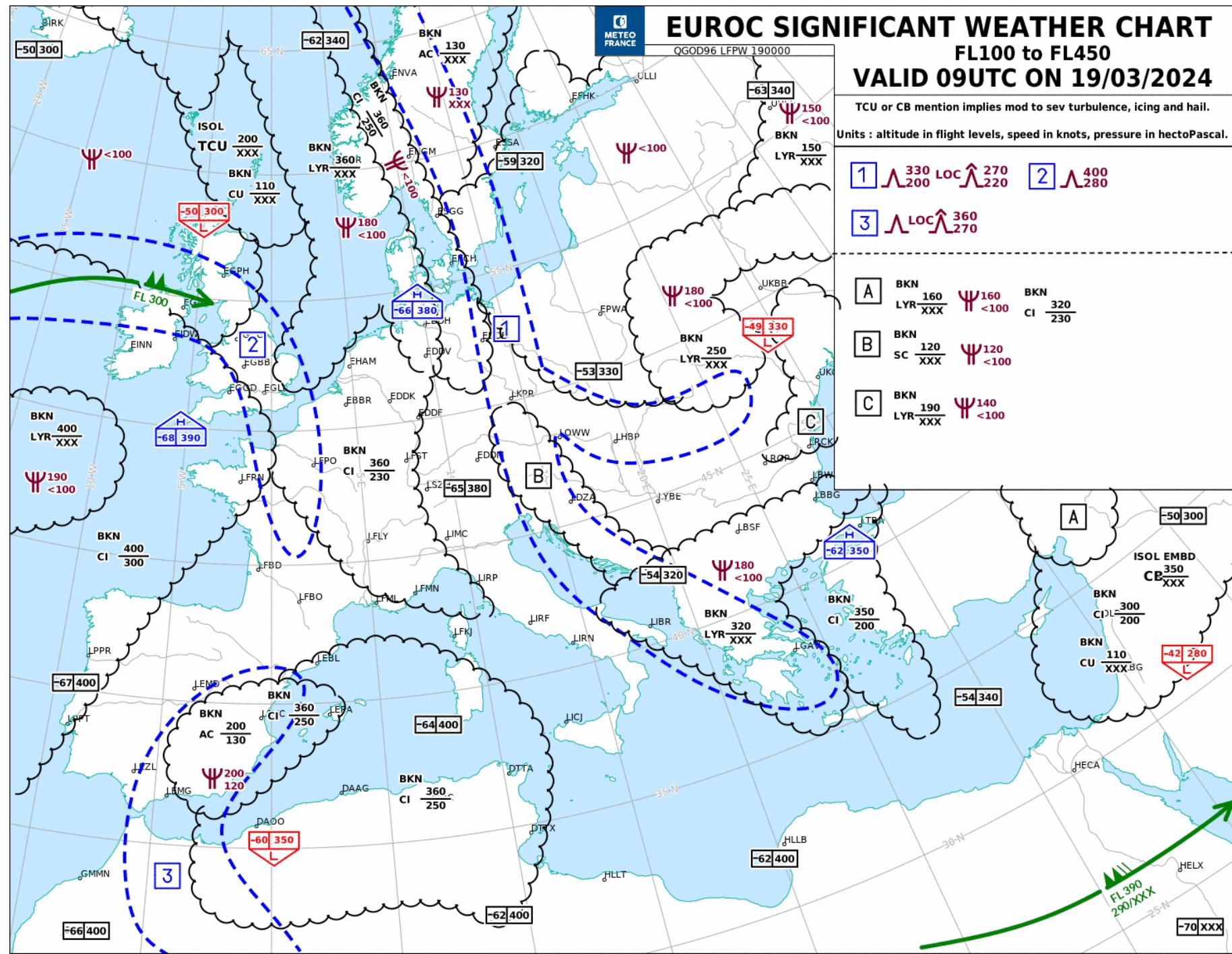
with TAH: 28'326:50, TAC: 13'991 and average daily utilization 8 HRS, 6 CYC

5353665	Iss.: 26.10.2023 Exp.: 31.12.2024	N		17	<p>OPERATIONAL LIMITATIONS</p> <p>OPERATIONAL LIMITATIONS: MINIMUM SAT IN-FLIGHT -65°C. (REFER TO AFM CHAPTER 2-10).</p> <hr/> <p>INFO: CREW AWARENESS ACCORDING TO MOC #266.3.1.</p>
5360755	Iss.: 20.12.2023 Exp.: 31.12.2024	N		23-11	<p>HF SYSTEM CB DISABLED</p> <p>IN THE RH CB PANEL, THE CB0234 AND CB0235 ARE BLOCKED (OPEN) AND DECLARED INOP DUE TO THE REMOVAL OF THE HF SYSTEM, IN LINE WITH SB 190-23-0001 - PART II.</p>

DAILY CHECKS (LAST ACCOMPLISHED)

W/O	Date	Time/UTC	Hrs.	Cyc.	Description
5370853	17.03.2024	03:01	28319:47	13982	Performed in ZRH, last flight no. LX1019
5370851	15.03.2024	02:29	28313:23	13974	Performed in ZRH, last flight no. LX1025
5369778	13.03.2024	03:02	28310:02	13968	Performed in ZRH, last flight no. LX1111

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FLIGHT INFORMATION

Flight: LX1612(SWR612Q)

Aircraft: E190

Captain: N/A

First Officer: N/A

From:
ZURICH

Departure Time:
19 MAR 09:00 (19 MAR 08:00 UTC)

To:
MILAN/ MALPENSA

Arrival Time:
19 MAR 09:48 (19 MAR 08:48 UTC)

Estimated Flying Time:
00 h 48 min

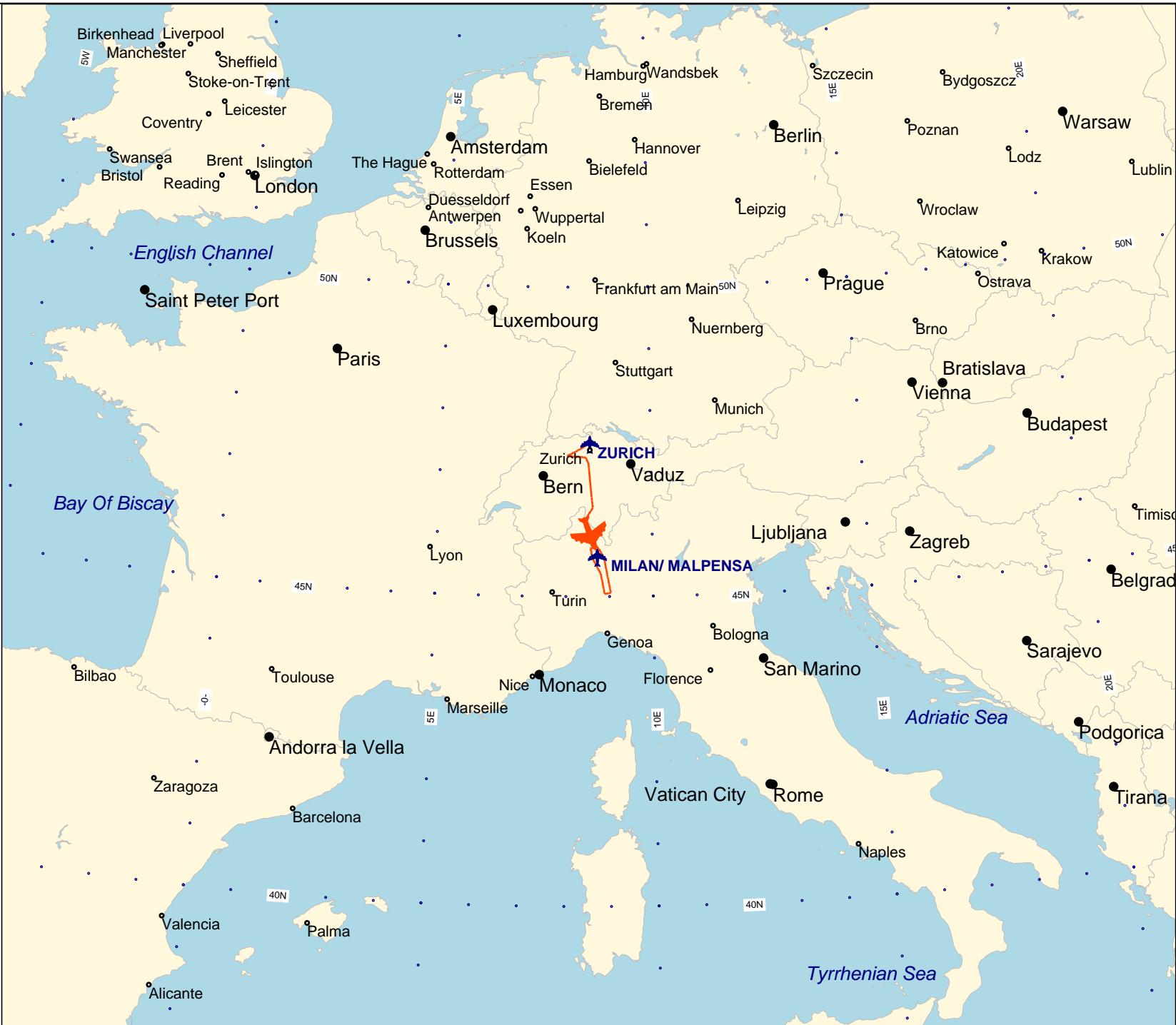
Distance:
463 KM/ 250 NM

Altitude:
7320 M/ 24000 FT

Average Speed:
578 KPH/ 359 MPH/ 312 KT

Average Temperature:
-17°C/ 1°F

Generated: 19-03-24 07:46:22 UTC



FLIGHT INFORMATION

Flight: LX1613(SWR2TM)

Aircraft: E190

Captain: N/A

First Officer: N/A

From:
MILAN/ MALPENSA

Departure Time:
19 MAR 10:40 (19 MAR 09:40 UTC)

To:
ZURICH

Arrival Time:
19 MAR 11:28 (19 MAR 10:28 UTC)

Estimated Flying Time:
00 h 48 min

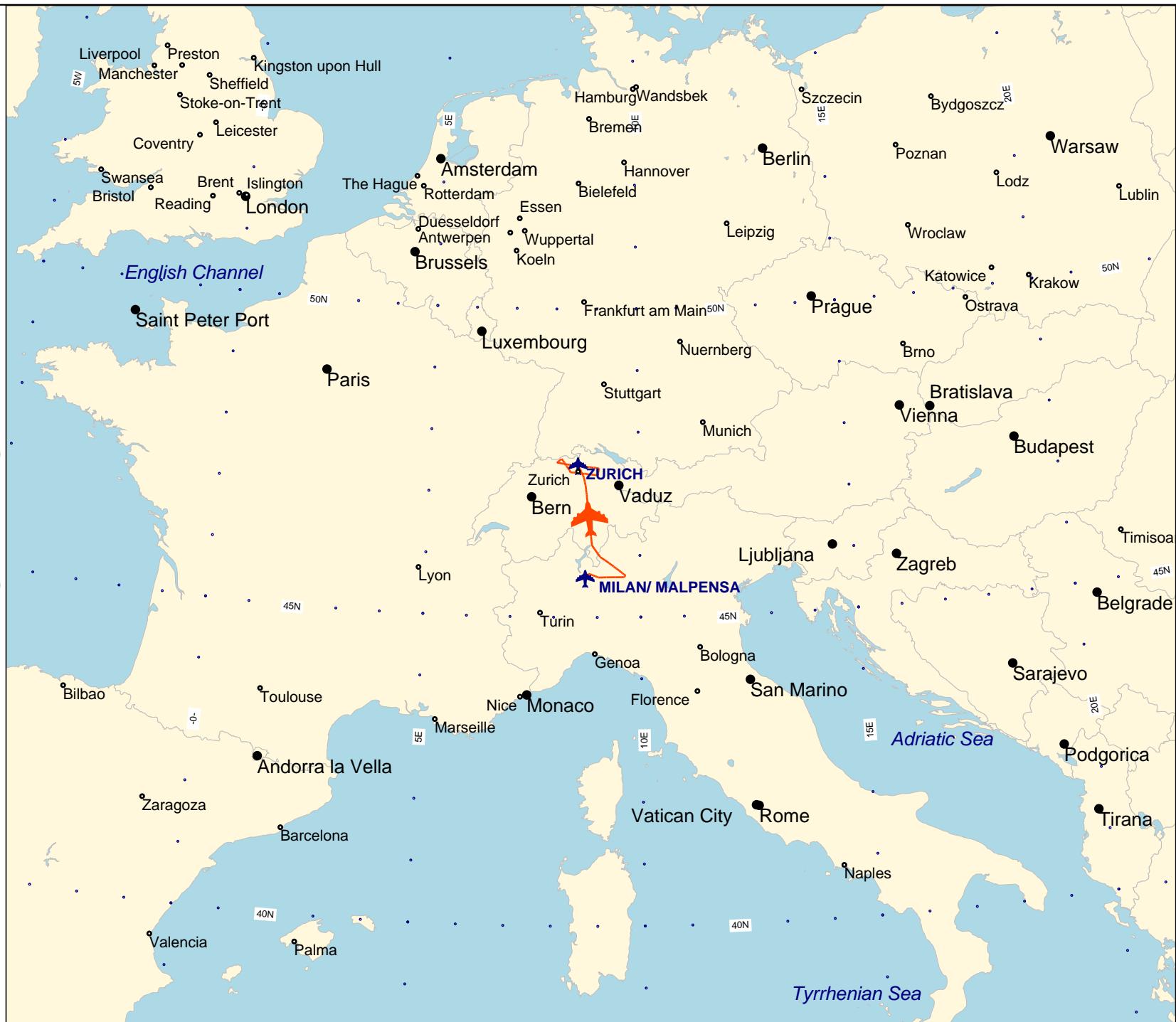
Distance:
487 KM/ 263 NM

Altitude:
7320 M/ 24000 FT

Average Speed:
609 KPH/ 378 MPH/ 329 KT

Average Temperature:
-30°C/ -22°F

Generated: 19-03-24 07:46:23 UTC



FLIGHT INFORMATION

Flight: LX1072(SWR2ET)

Aircraft: E190

Captain: N/A

First Officer: N/A

From:
ZURICH

Departure Time:
19 MAR 12:15 (19 MAR 11:15 UTC)

To:
FRANKFURT/ MAIN

Arrival Time:
19 MAR 13:12 (19 MAR 12:12 UTC)

Estimated Flying Time:
00 h 57 min

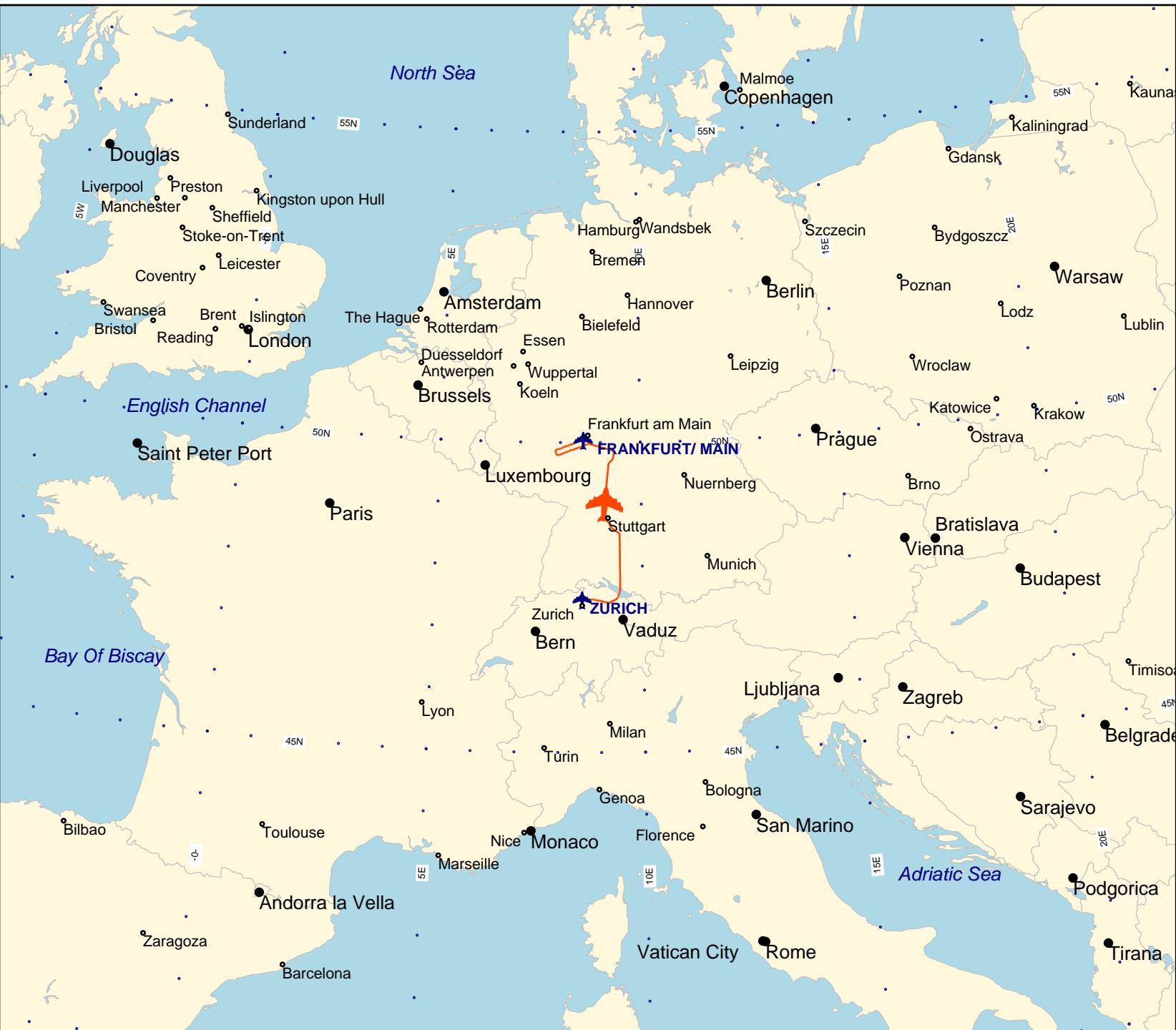
Distance:
519 KM/ 280 NM

Altitude:
7320 M/ 24000 FT

Average Speed:
546 KPH/ 339 MPH/ 295 KT

Average Temperature:
-29°C/ -20°F

Generated: 19-03-24 07:46:23 UTC



FLIGHT INFORMATION

Flight: LX1073(SWR890M)

Aircraft: E190

Captain: N/A

First Officer: N/A

From:
FRANKFURT/ MAIN

Departure Time:
19 MAR 14:45 (19 MAR 13:45 UTC)

To:
ZURICH

Arrival Time:
19 MAR 15:25 (19 MAR 14:25 UTC)

Estimated Flying Time:
00 h 40 min

Distance:
406 KM/ 219 NM

Altitude:
7010 M/ 23000 FT

Average Speed:
607 KPH/ 377 MPH/ 328 KT

Average Temperature:
-26°C/ -15°F

Generated: 19-03-24 07:46:24 UTC

