



[OFF]

SAS1548 03FEB2021 LPMA-LFMN B736 LNRRO RELEASE 2125 02FEB21
OFF 1 MADEIRA-NICE/COTE D'AZUR
WX PROG 0315 0318 0321 0400 OBS 0212 0212 0212 0212

ATC C/S SAS1548 LPMA/FNC LFMN/NCE CRZ SYS CI 7
03FEB2021 LNRRO 1730/1750 2046/2054 GND DIST 1395
B737-600 / CFM56-7B22 STA 2100 AIR DIST 1160
CTOT:.... G/C DIST 1303

MAXIMUM TOW 65091 LAW 54658 ZFW 51483 AVG WIND 231/083
ESTIMATED TOW 61156 LAW 54658 ZFW 50757 AVG W/C P080
AVG ISA M001
AVG FF KGS/HR 2206
FUEL BIAS P00.0
TKOF ALTN

ALTN LFML

FL STEPS LPMA/0240/NARTA/0380/ADORO/0390/ZMR/0380/GAI/0390

DISP RMKS PAYLOAD/CARGO LIMITED BY MLW

PLANNED FUEL

FUEL	ARPT	FUEL	TIME
TRIP	NCE	6498	0256
CONT 15 MIN		551	0015
ALTN	MRS	1300	0037
FINRES		2050	0100

MINIMUM T/OFF FUEL 10399 0449

EXTRA 0 0000

T/OFF FUEL 10399 0449

TAXI FNC 227 0020

BLOCK FUEL FNC 10626

PIC EXTRA

TOTAL FUEL

REASON FOR PIC EXTRA

NO TANKERING RECOMMENDED (P)

I HEREWITH CONFIRM THAT I HAVE PERFORMED A THOROUGH SELF BRIEFING
ABOUT THE DESTINATION AND ALTERNATE AIRPORTS OF THIS FLIGHT
INCLUDING THE APPLICABLE INSTRUMENT APPROACH PROCEDURES, AIRPORT
FACILITIES, NOTAMS AND ALL OTHER RELEVANT PARTICULAR INFORMATION.

DISPATCHER: GERARD CHAVEZ

PIC NAME: CHARLEMAGNE, CLEME

TEL: +1 800 555 0199

PIC SIGNATURE:



ALTERNATE ROUTE TO:				FINRES			2050
APT	TRK	DST	VIA	FL	WC	TIME	FUEL
LFML/31L	261	131	LANKO6E LANKO LANKO1	110	M026	0037	1300

MEL/CDL ITEMS DESCRIPTION

ROUTING:

ROUTE ID: DEF RTE

LPMA/05 DEGUN3N DEGUN UQ11 GIKAR UZ9 NARTA DCT LISGU DCT ADORO UL155
ZMR UN976 DGO UT429 TOPTU UN871 GAI UT24 FJR UL127 ROVOT UY373 ABLAK
ABLA6R LFMN/04R

DEPARTURE ATC CLEARANCE:

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OPERATIONAL IMPACTS

WEIGHT CHANGE UP 1.0	TRIP P 0101 KGS	TIME M 0000
WEIGHT CHANGE DN 1.0	TRIP M 0093 KGS	TIME P 0000
FL CHANGE UP FL1	NOT AVAILABLE	
FL CHANGE DN FL1	TRIP P 0025 KGS	TIME P 0000
FL CHANGE DN FL2	TRIP P 0041 KGS	TIME P 0002
SPD CHANGE CI 0	TRIP M 0040 KGS	TIME P 0001
SPD CHANGE CI 100	TRIP P 0210 KGS	TIME M 0007

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ATIS:.
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RVSM: ALT SYS LEFT:

STBY:

RIGHT:

-----TIMES

	ESTIMATED	SKED	ACTUAL
OUT	1730Z/1730L	1730Z/1730LZ
OFF	1750Z/1750L	1750Z/1750L	.....Z
ON	2046Z/2146L	2052Z/2152L	.....Z
IN	2054Z/2154L	2100Z/2200L	.....Z
BLOCK TIME	0324	0330	.....

-----WEIGHTS

	EST	MAX	ACTUAL	
PAX	119		.....
CARGO	1.1		.....
PAYLOAD	13.5		.....
ZFW	50.8	51.5	.....
FUEL	10.6	10.6	.....	POSS EXTRA 0.0
TOW	61.2	61.2	LDG.....	
STAB TRIM			.....
LAW	54.7	54.7	.....

-----TERRAIN CLEARANCE CHECK

DD CHECK - TERRAIN CLEARANCE CHECK DISABLED

DP CHECK - TERRAIN CLEARANCE CHECK DISABLED



FLIGHT LOG

MOST CRITICAL MORA 13000 FEET AT GOSVI//MXSHR 04 AT ZMR

AWY POSITION IDENT FREQ	LAT LONG	EET TTLT	ETO ATO	FL MORA DIS	IMT ITT RDIS	MN TAS GS	WIND COMP SHR	OAT TDV TRP	EFOB AFOB	PBRN ABRN
MADEIRA LPMA	N3241.7 W01646.7	0000	...	34	088 082 1395	392	P047		10.4	0.2
DEGUN3N XAVAL XAVAL	N3243.5 W01629.9	0003	...	132 20 18	054 049 1377	.54 392	234/054 P047	M08 P03 374	10.2	0.5
DEGUN3N POBAR POBAR	N3257.8 W01609.9	0003 0006	...	201 20 22	047 042 1355	.62 456	235/069 P069	M21 P04 374	9.8	0.8
DEGUN3N T O C	N3317.6 W01547.9	0004 0010	...	240 20 27	048 043 1328	.67 413 484	238/074 P071 1	M30 P03 373	9.4	1.2
DEGUN3N DEGUN DEGUN	N3325.1 W01539.5	0001 0011	...	240 20 10	065 060 1318	.65 394 465	238/074 P071 1	M30 P03 373	9.3	1.3
UQ11 GIKAR GIKAR	N3410.0 W01401.8	0012 0023	...	240 20 93	036 032 1225	.65 394 462	230/069 P068 2	M30 P03 375	8.9	1.7
UZ9 NARTA NARTA	N3603.4 W01233.5	0017 0040	...	240 36 135	046 042 1090	.64 390 464	225/076 P074 3	M31 P02 368	8.2	2.4
DCT LISGU LISGU	N3853.3 W00909.8	0027 0107	...	380 89 235	042 039 855	.76 436 526	223/090 P090 3	M59 M02 367	7.1	3.5
MADRID FIR/UIR -LECM	N4056.9 W00652.4	0018 0125	...	154	701					
LISBON FIR -LPPC	N4117.9 W00629.0	0003 0128	...	26	675					
DCT ADORO ADORO	N4129.0 W00616.8	0002 0130	...	380 49 24	086 084 651	.76 434 529	223/095 P095 2	M59 M02 371	6.3	4.3
MADRID FIR/UIR -LECM	N4129.0 W00616.8	0000 0130	...	0	651					



AWY POSITION IDENT FREQ	LAT LONG	EET TTLT	ETO ATO	FL MORA DIS	IMT ITT RDIS	MN TAS GS	WIND COMP SHR	OAT TDV TRP	EFOB AFOB	PBRN ABRN
UL155 ZAMORA ZMR 117.10	N4131.8 W00538.4	0004 0134	... ...	390 52 29	067 065 622	.77 439 510	227/093 P071 4	M59 M02 370	6.2	4.5
UN976 TABANERA NEA 116.75	N4201.7 W00406.5	0009 0143	... ...	380 89 75	065 064 547	.76 432 520	227/094 P088 2	M61 M04 377	5.9	4.7
UN976 DOMINGO DGO 112.60	N4227.2 W00252.8	0007 0150	... ...	380 54 60	089 088 487	.76 432 519	229/091 P087 2	M60 M03 378	5.6	5.0
UT429 LOGRONO LPA 115.45	N4227.6 W00219.6	0003 0153	... ...	380 55 25	077 077 462	.76 432 499	231/088 P067 1	M61 M04 383	5.5	5.1
UT429 GOSVI GOSVI	N4237.0 W00122.2	0005 0158	... ...	380 130 43	078 077 419	.76 432 518	236/094 P086 2	M60 M03 378	5.4	5.2
UT429 TOPTU TOPTU	N4247.8 W00011.6	0006 0204	... ...	380 130 53	046 045 366	.76 432 518	238/092 P086 2	M60 M03 378	5.2	5.4
FRANCE FIR/UIR -LFFF	N4247.3 W00012.1	0000 0204	... ...	0	366					
UN871 GONUP GONUP	N4327.6 E00045.5	0007 0211	... ...	380 31 58	060 060 308	.76 432 515	241/087 P083 2	M60 M03 380	5.0	5.7
UN871 TOULOUSE BL TOU 117.70	N4340.8 E00118.6	0003 0214	... ...	380 34 27	053 053 281	.76 431 523	243/092 P092 3	M60 M03 375	4.9	5.8
UN871 GAILLAC GAI 115.80	N4357.2 E00149.5	0003 0217	... ...	380 51 28	102 102 253	.76 431 519	247/091 P088 2	M60 M03 376	4.7	5.9
UT24 AMOLO AMOLO	N4349.7 E00234.7	0004 0221	... ...	390 56 34	102 103 219	.77 435 504	249/085 P069 3	M61 M04 378	4.6	6.0
UT24 DEGOL DEGOL	N4346.8 E00251.1	0002 0223	... ...	390 56 12	102 103 207	.77 435 503	249/085 P068 3	M61 M04 378	4.5	6.1



AWY POSITION IDENT FREQ	LAT LONG	EET TTLT	ETO ATO	FL MORA DIS	IMT ITT RDIS	MN TAS GS	WIND COMP SHR	OAT TDV TRP	EFOB AFOB	PBRN ABRN
UT24				390	107	.77	252/085	M61	4.4	6.3
MONTPELLIER	N4334.7	0006	...	21	108	435	P071	M04		
FJR	E00358.5	0229	...	50	157	506	3	382	....	....
114.45										
UL127				390	108	.77	252/085	M61	4.3	6.3
T O D	N4331.5	0001	...	21	109	435	P066	M04		
	E00411.5	0230	...	10	147	501	3	381	....	....
UL127				299	065	.77	252/069	M45	4.2	6.4
ROVOT	N4320.2	0005	...	27	066		P053	P00		
ROVOT	E00455.7	0235	...	34	113	509		383	....	....
UY373				278	064	.73	252/066	M40	4.2	6.4
MARTIGUES	N4323.2	0002	...	36	065		P066	P01		
MTG	E00505.2	0237	...	8	105	506		383	....	....
117.30										
UY373				232	067	.66	256/076	M29	4.2	6.4
ABLAK	N4330.1	0002	...	51	068		P074	P02		
ABLAK	E00526.3	0239	...	17	88	481		382	....	....
ABLAK6R				203	083	.62	261/072	M22	4.2	6.5
ABILI	N4334.1	0002	...	45	084		P070	P04		
ABILI	E00540.5	0241	...	11	77	458		383	....	....
ABLAK6R				152	109	.56	260/059	M10	4.1	6.5
AMFOU	N4335.7	0003	...	52	110		P059	P05		
AMFOU	E00606.1	0244	...	19	58	417		383	....	....
ABLAK6R				110	132	.51	259/036	M03	4.1	6.5
TIPIK	N4330.2	0003	...	36	133		P030	P04		
TIPIK	E00626.1	0247	...	16	42	363		383	....	....
ABLAK6R				083	055	.44	254/038	06	4.1	6.6
NICE COTE D	N4323.1	0001	...	39	057		P018	P08		
MUS	E00636.4	0248	...	10	32	305		383
428										
ABLAK6R									3.9	6.7
NICE/COTE D	N4339.9	0008	...							
LFMN	E00712.9	0256	...	32				

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WIND INFORMATION

CLIMB

350 234/082 -57
310 234/082 -47
200 234/069 -20
150 232/060 -10
100 245/034 -03

T O C

280 236/079 -40
260 237/076 -35
240 238/074 -30
220 237/072 -25
200 234/069 -20

DEGUN

280 236/079 -40
260 237/076 -35
240 238/074 -30
220 237/072 -25
200 234/069 -20

GIKAR

280 231/078 -40
260 233/075 -35
240 230/070 -30
220 229/068 -26
200 227/067 -21

NARTA

280 226/094 -41
260 226/090 -36
240 223/085 -31
220 221/082 -26
200 219/080 -22

LISGU

420 225/076 -57
400 222/085 -59
380 221/093 -59
360 222/095 -57
340 223/097 -55

ADORO

420 228/076 -57
400 227/087 -59
380 226/095 -60
360 226/096 -57
340 225/097 -55

ZMR

430 230/072 -56
410 228/082 -58
390 227/093 -59
370 226/098 -58
350 226/102 -56

NEA

420 231/078 -58
400 229/087 -60
380 227/094 -61
360 226/094 -58
340 226/093 -55

DGO

420 233/076 -58
400 230/084 -60
380 229/091 -60
360 228/091 -57
340 228/092 -55

LPA

420 235/077 -60
400 233/083 -61
380 231/088 -61
360 230/087 -58
340 229/087 -55

GOSVI

420 239/079 -58
400 237/088 -60
380 236/094 -60
360 235/095 -58
340 234/095 -55

TOPTU

420 241/073 -58
400 240/084 -60
380 238/092 -60
360 238/093 -57
340 237/094 -55

GONUP

420 243/070 -58
400 242/080 -60
380 241/087 -60
360 240/088 -58
340 239/088 -55

TOU

420 244/075 -58
400 244/085 -59
380 243/092 -60
360 241/094 -57
340 240/096 -55

GAI

420 247/073 -58
400 247/083 -60
380 246/091 -60
360 245/092 -57
340 243/094 -55

AMOLO

430 249/066 -59
410 249/075 -60
390 249/085 -61
370 248/088 -59
350 247/090 -56

DEGOL

430 249/066 -59
410 249/075 -60
390 249/085 -61
370 248/088 -59
350 247/090 -56

FJR

430 252/069 -59
410 252/077 -60
390 252/085 -61
370 252/087 -59
350 251/088 -56

T O D

430 252/069 -59
410 252/077 -60
390 252/085 -61
370 252/087 -59
350 251/087 -56

DESCENT

350 259/074 -56
310 260/069 -48
200 261/060 -21
150 260/051 -09
100 258/042 +03

**[ATC Flight Plan]**
-----ICAO FLIGHT PLAN

FF LPPCZQZX LECMZQZX LFFFZQZX LFMMZQZX
022125 CYULSBFP
(FPL-SAS1548-IS
-B736/M-SDE2E3FGHIRWXY/LB1
-LPMA1730
-N0394F240 DEGUN3N DEGUN UQ11 GIKAR UZ9 NARTA/N0436F380 DCT LISGU
DCT ADORO/N0439F390 UL155 ZMR/N0432F380 UN976 DGO UT429 TOPTU UN871
GAI/N0435F390 UT24 FJR UL127 ROVOT UY373 ABLAK ABLAK6R
-LFMN0246 LFML
-PBN/A1B1C1D1S1S2 DOF/210203 REG/LNRRO EET/LECM0125 LPPC0128
LECM0130 LFFF0204 LFMM0245 OPR/SAS PER/C RMK/TCAS)



[Additional Info]

D I S P A T C H B R I E F I N G I N F O SAS1548 LPMA/LFMN



[Airport WX List]

LPMA --> LFMN SAS 1548 / 03FEB2021
LIDO/WEATHER SERVICE DATE : 02Feb2021 TIME : 21:25 UTC

AIRMETs:

No Wx data available

SIGMETs:

No Wx data available

Tropical Cyclone SIGMETs:

No Wx data available

Volcanic Ash SIGMETs:

No Wx data available

Departure:

LPMA/FNC MADEIRA

SA 022100 34005KT 9999 FEW015 16/12 Q1020
FT 021700 0218/0318 VRB05KT 9999 SCT015 SCT030
PROB40 TEMPO 0221/0308 5000 RADZ BR SCT008 BKN013
BECMG 0308/0310 SCT015

Destination:

LFMN/NCE NICE/COTE D'AZUR

SA 022100 33005KT 9999 FEW015 BKN029 12/10 Q1013 NOSIG
FT 022000 0221/0403 VRB03KT 9999 FEW014 BKN030
TEMPO 0300/0309 33010KT
TEMPO 0308/0403 BKN010

Destination Alternates:

LFML/MRS MARSEILLE/PROVENCE

SA 022100 AUTO 12007KT CAVOK 11/09 Q1013 NOSIG
FT 022000 0221/0403 11005KT CAVOK TX15/0315Z TN08/0403Z
BECMG 0304/0306 13015KT
TEMPO 0311/0314 13018G28KT
BECMG 0318/0320 VRB02KT BKN010

AIRPORTLIST ENDED



[Company NOTAM]

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CREW ALERT

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SB007/14

SUBJECT: AUTO COST INDEXES

WHEN PLANNING A COST INDEX, 2 OPTIONS ARE AVAILABLE. PILOTS MAY EITHER SELECT A SPECIFIC COST INDEX NUMBER FROM THE LIST, OR THEY MAY SELECT "AUTO". WHEN PLANNING AN "AUTO" COST INDEX, THE SYSTEM WILL REFERENCE THE SCHEDULED "TIME ENROUTE" OPTION AND ATTEMPT TO CHOOSE A COST INDEX WHICH CLOSELY MATCHES THIS VALUE. NOTE THAT THE "TIME ENROUTE" OPTION IS MEANT AS A GATE TO GATE TIME (AS INDICATED ON AN AIRLINE'S FLIGHT SCHEDULE, FOR EXAMPLE). IF A "TIME ENROUTE" OF 2:30 IS SELECTED, THE SYSTEM WILL SUBTRACT THE TAXI TIMES FROM THIS VALUE TO DETERMINE THE SCHEDULED AIR TIME. IT WILL THEN DETERMINE AND USE THE COST INDEX WHICH MATCHES THIS AIR TIME.

SB003/13

SUBJECT: FLIGHT RELEASE UNITS

ALL FLIGHT CREW: PLEASE PAY SPECIAL ATTENTION TO THE UNITS SELECTION WHEN GENERATING A FLIGHT PLAN. FAILURE TO IDENTIFY THE CORRECT UNITS WHEN REFUELING PRIOR TO FLIGHT CAN RESULT IN DEPARTING WITH INSUFFICIENT FUEL AND/OR AN ERRONEOUS PAYLOAD.

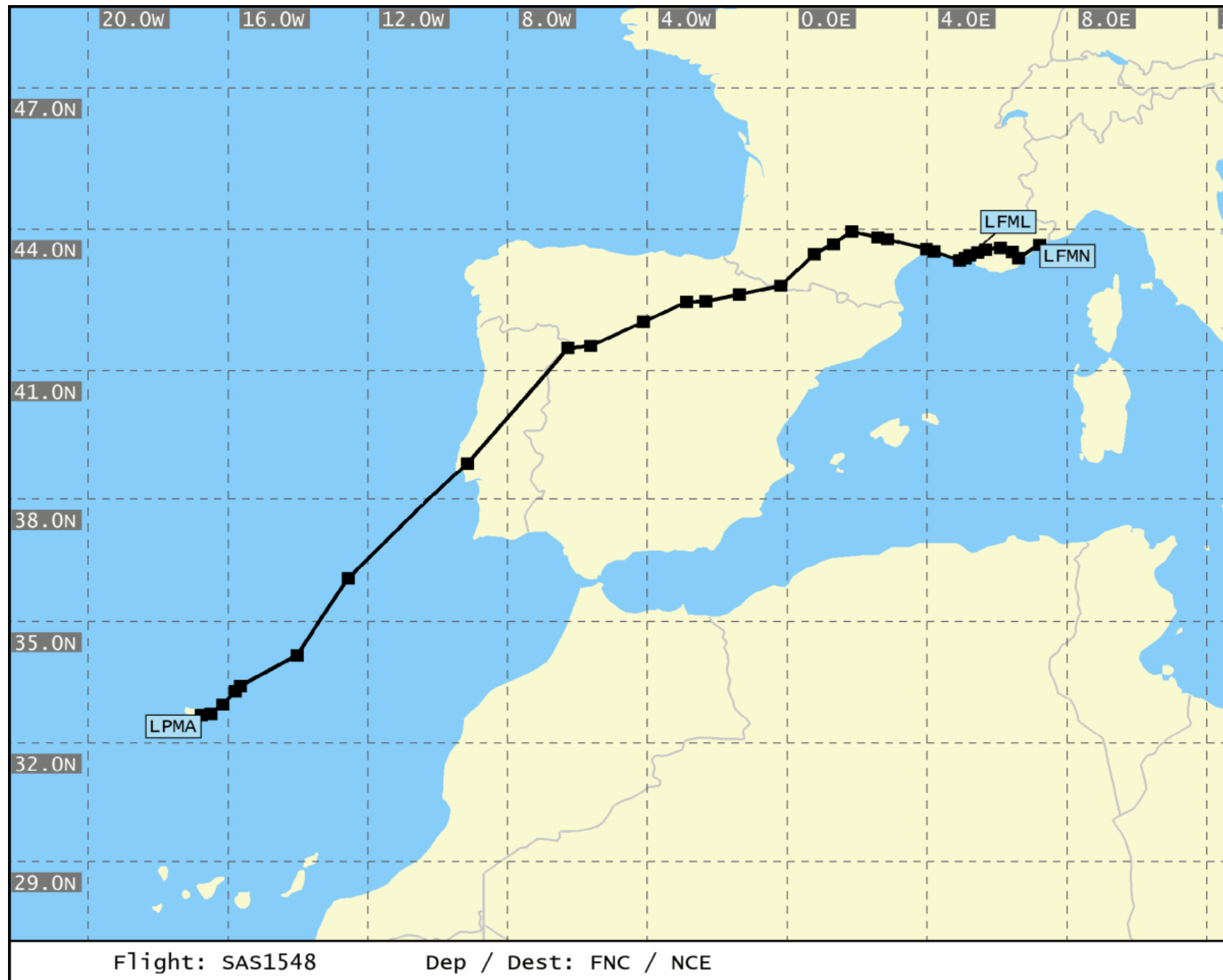
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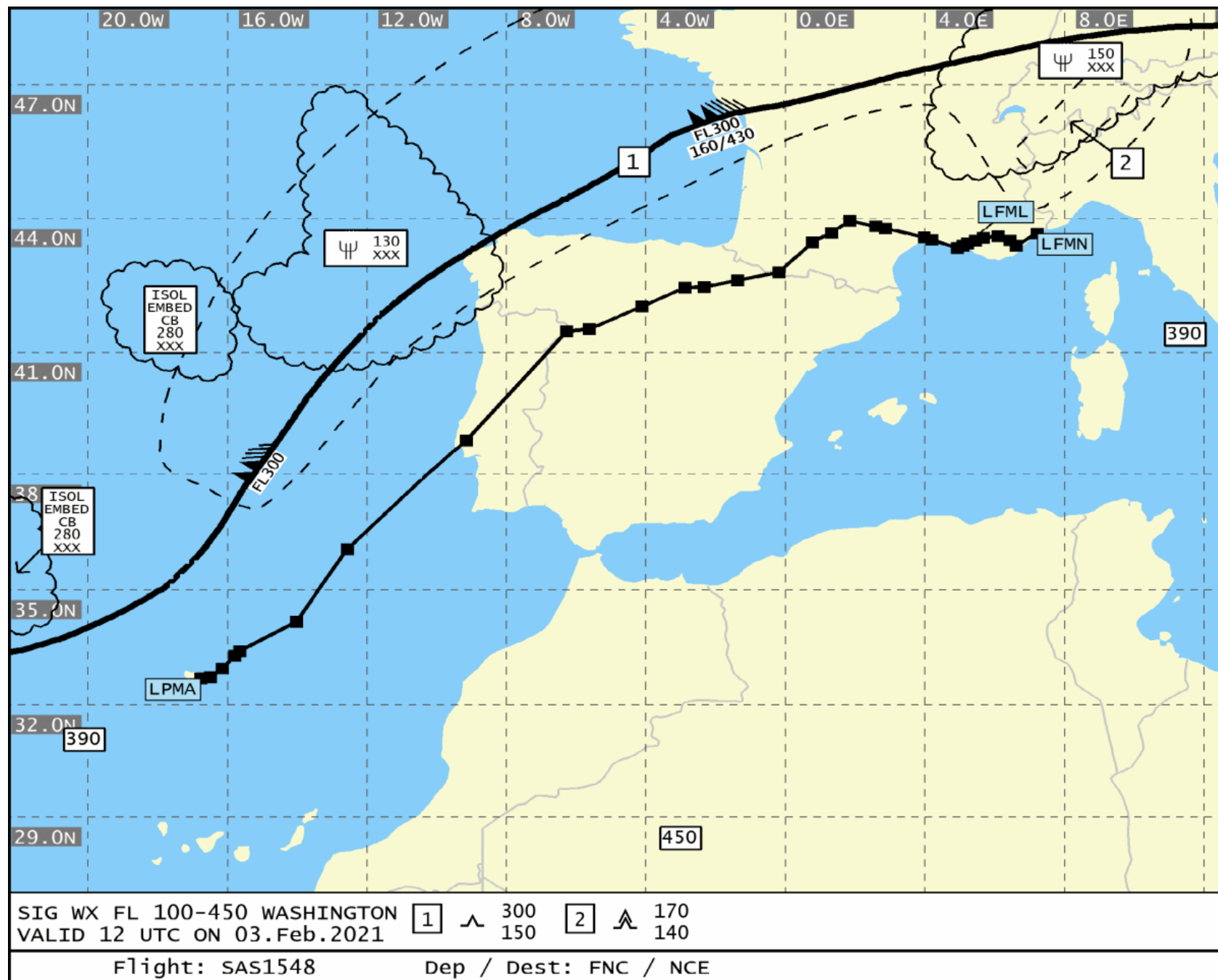
CREW BULLETIN

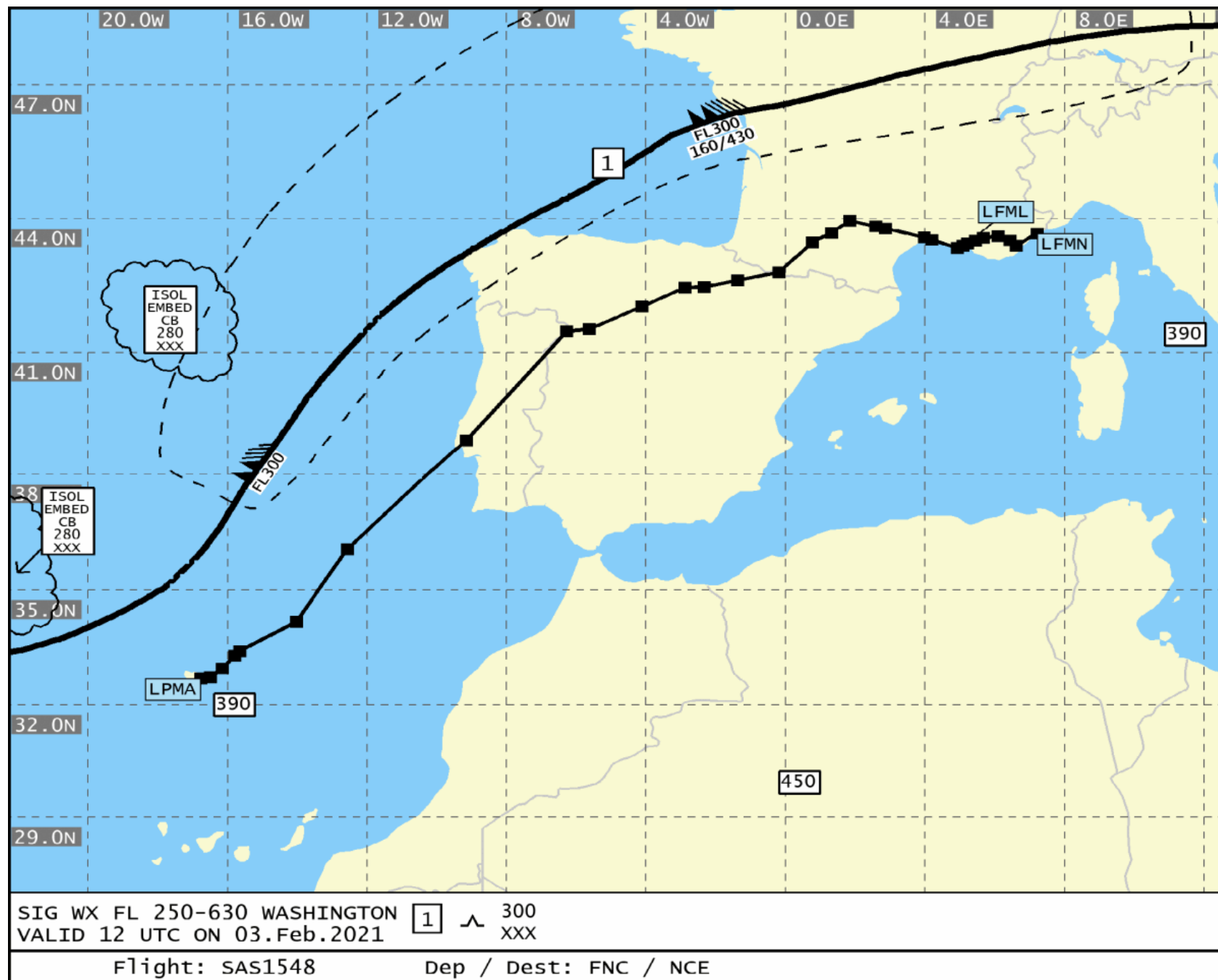
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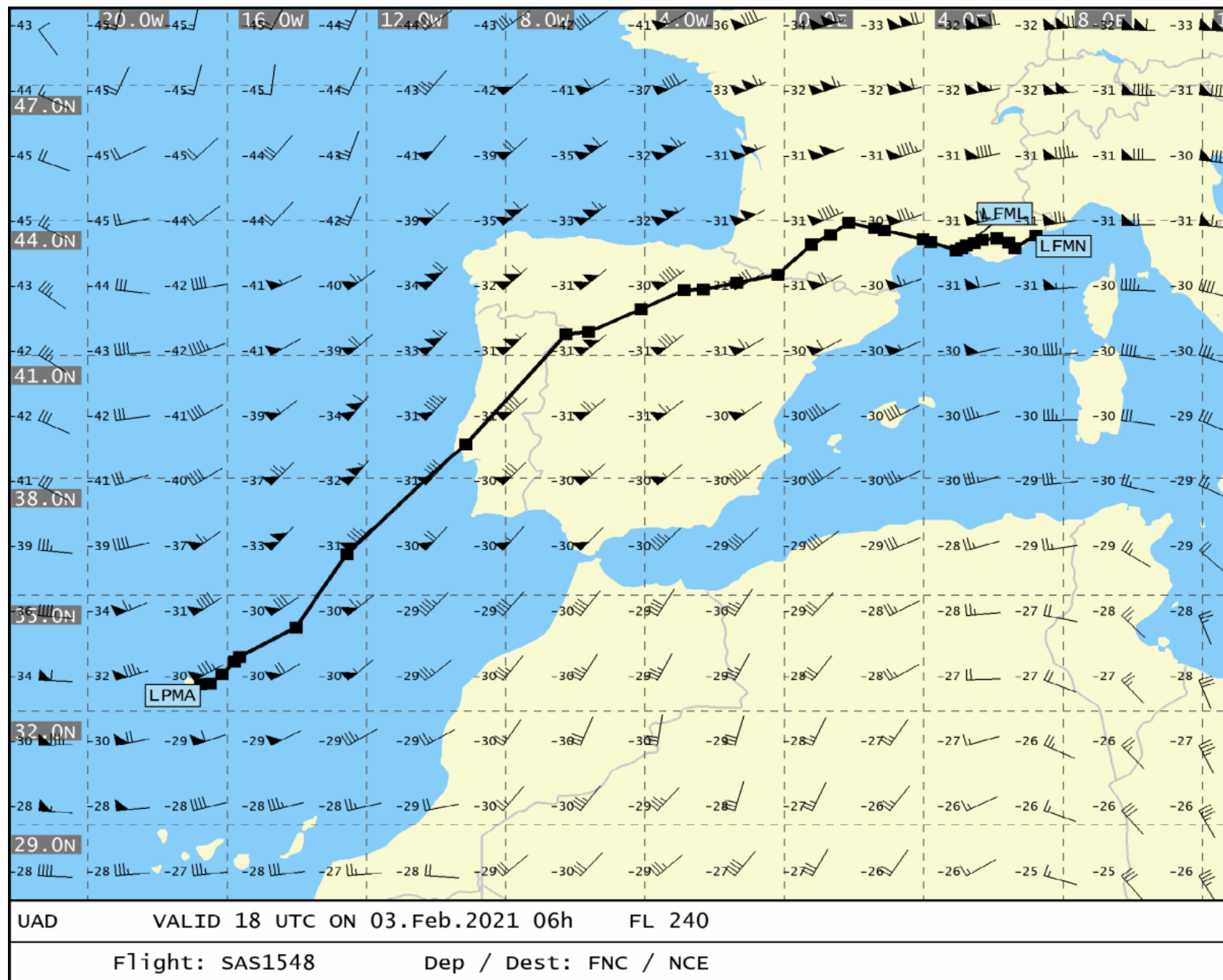
NIL

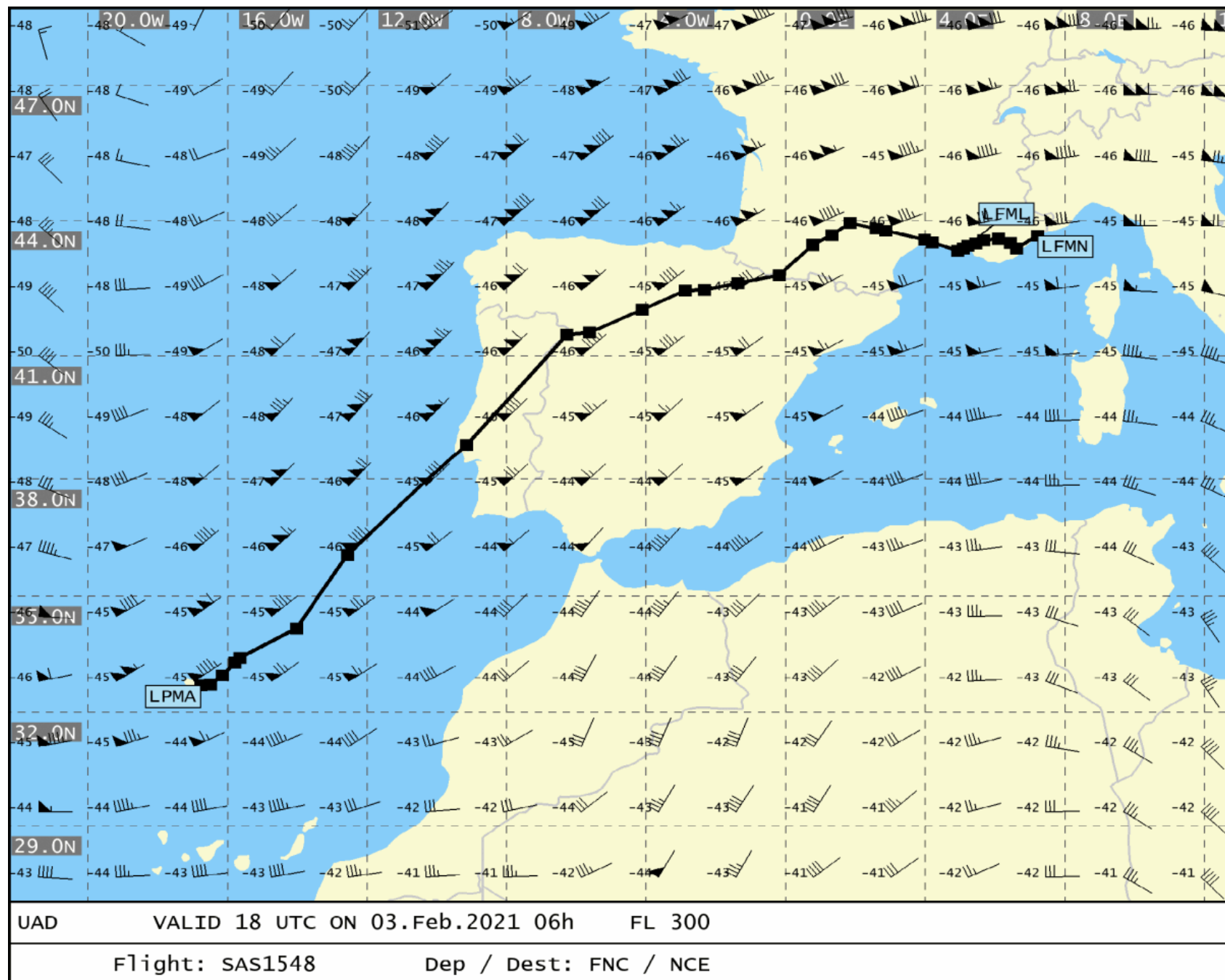
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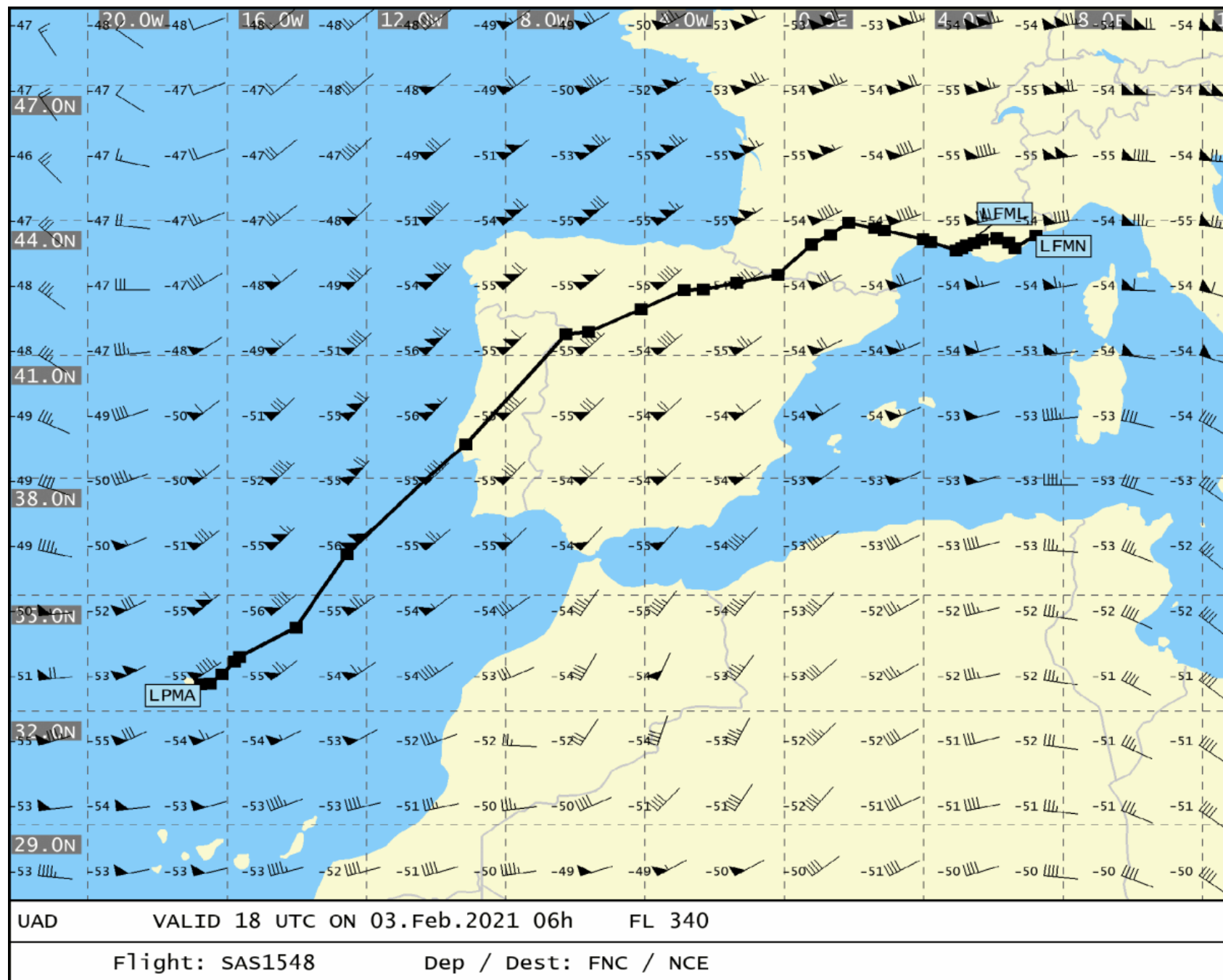




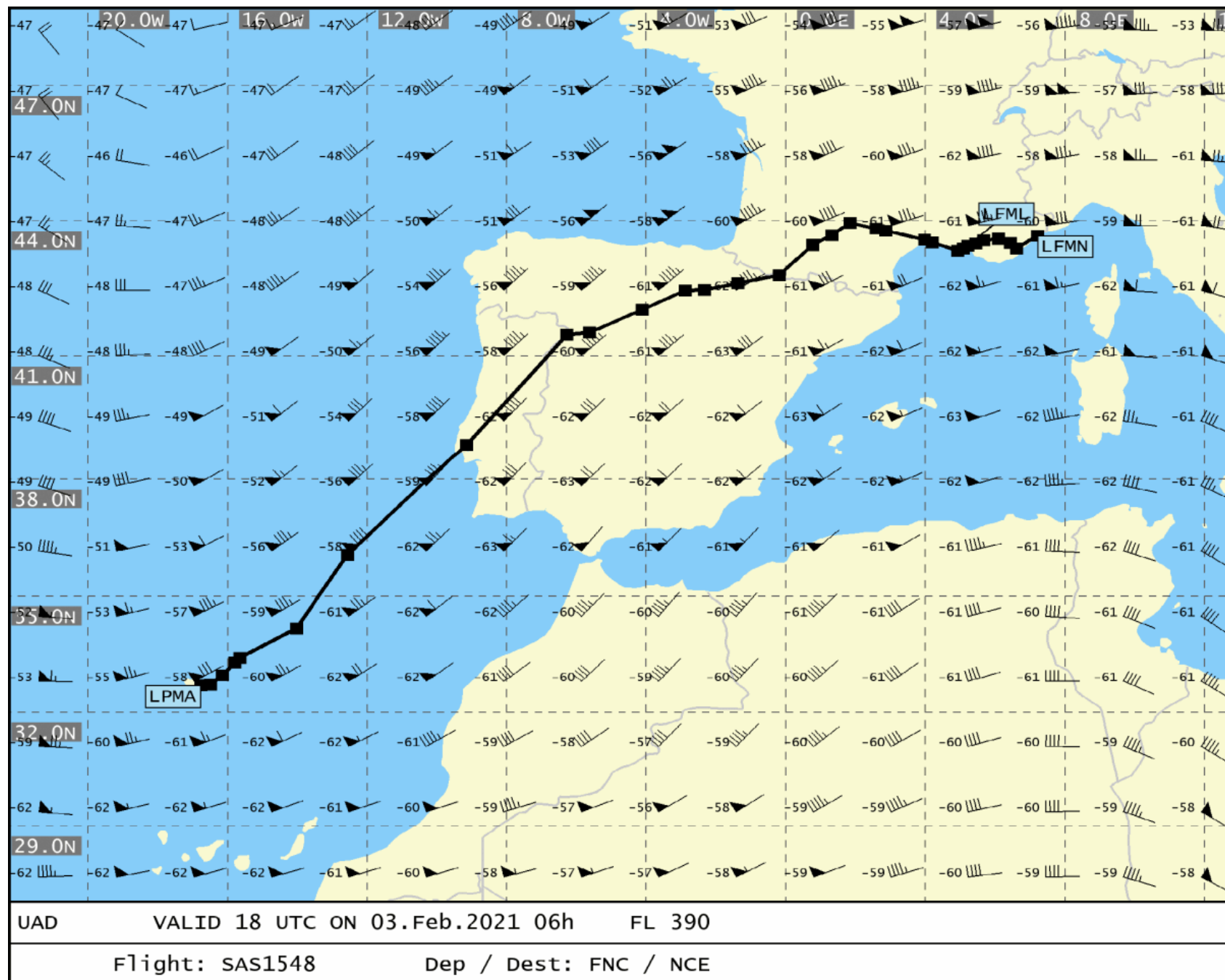


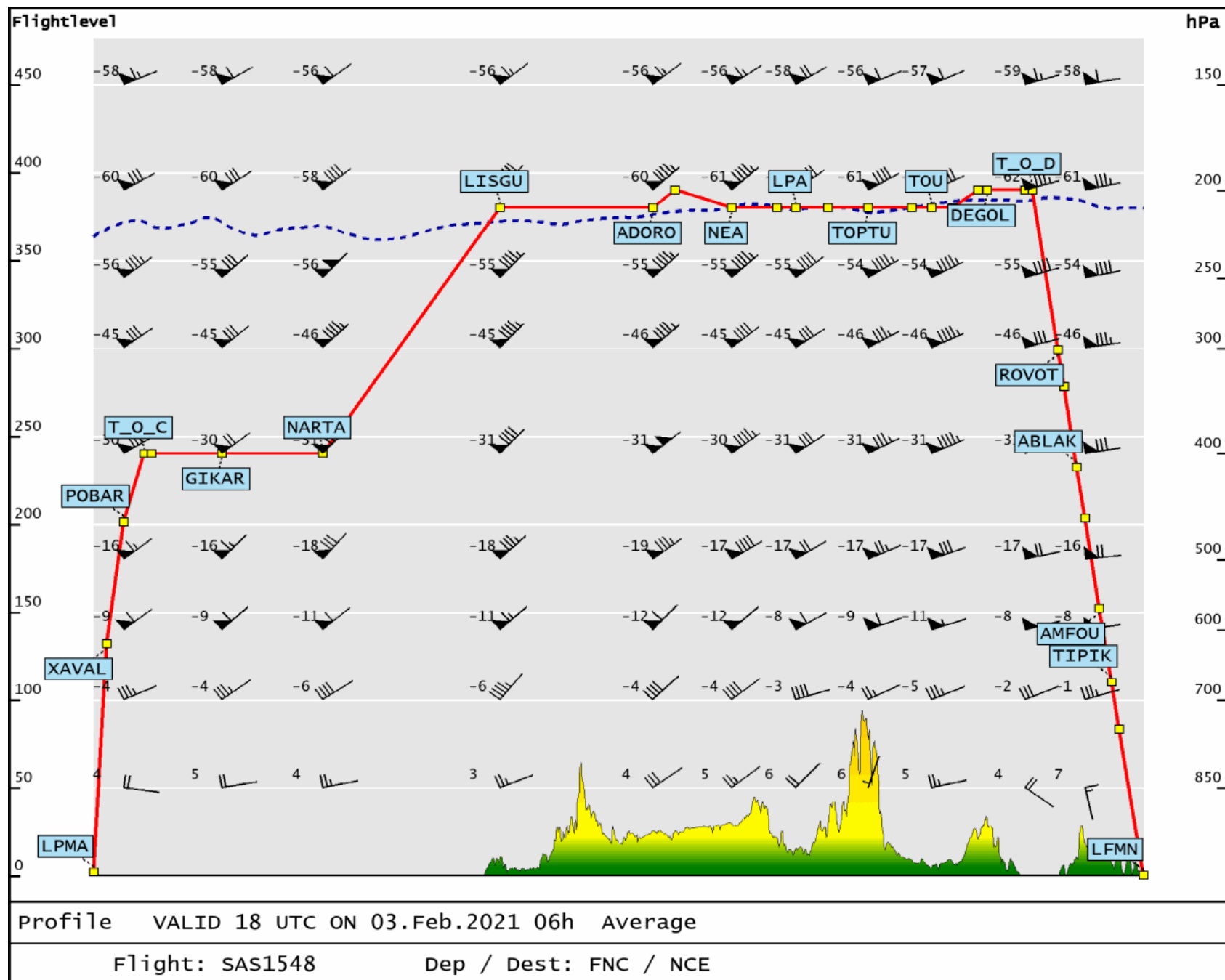






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