



[OFF]

AAL2457 14JAN2021 LPMA-LKPR B738 N807NN RELEASE 1515 14JAN21
OFF 1 MADEIRA-RUZYNE
WX PROG 1415 1418 1421 OBS 1406 1406 1406

ATC C/S AAL2457 LPMA/FNC LKPR/PRG CRZ SYS CI 80
14JAN2021 N807NN 1520/1540 1953/2003 GND DIST 1832
B737-800 / CFM56-7B26 STA 1945 AIR DIST 1834
CTOT:.... G/C DIST 1725

MAXIMUM TOW 79016 LAW 66361 ZFW 62732
ESTIMATED TOW 78539 LAW 66361 ZFW 62388

AVG WIND 323/029
AVG W/C M000
AVG ISA M006
AVG FF KGS/HR 2883
FUEL BIAS P00.0
TKOF ALTN

ALTN EDDM
FL STEPS LPMA/0300/

DISP RMKS PAYLOAD/CARGO LIMITED BY MLW

PLANNED FUEL

FUEL ARPT FUEL TIME

TRIP PRG 12178 0413
CONT 15 MIN 721 0015
ALTN MUC 1641 0037
FINRES 1611 0045

MINIMUM T/OFF FUEL 16151 0551

EXTRA 0 0000

T/OFF FUEL 16151 0551
TAXI FNC 227 0020

BLOCK FUEL FNC 16378
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: DELBERT SAUNDERS

PIC NAME: CHARLEMAGNE, CLEME

TEL: +1 800 555 0199

PIC SIGNATURE:



ALTERNATE ROUTE TO: FINRES 1611
APT TRK DST VIA FL WC TIME FUEL

EDDM/08R 223 189 DOBEN3B DOBEN T136 NIRGO T108 280 P020 0037 1641
ARBAX ARBAX3A

MEL/CDL ITEMS DESCRIPTION

ROUTING:

ROUTE ID: DEF RTE
LPMA/05 SNT6E SNT DCT LIDRO DCT DEMOS DCT LOTEE UN741 MOKOR UN873
OBATO UM163 TSU UN858 LIMGO DCT RUDUS UL984 SULUS UZ650 TONSU Z35
LOMKI LOMKI7R LKPR/30

DEPARTURE ATC CLEARANCE:
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OPERATIONAL IMPACTS

WEIGHT CHANGE UP 1.0	TRIP P 0091 KGS	TIME M 0000
WEIGHT CHANGE DN 1.0	TRIP M 0085 KGS	TIME M 0000
FL CHANGE UP FL1	TRIP M 0368 KGS	TIME M 0000
FL CHANGE DN FL1	TRIP P 0879 KGS	TIME M 0006
FL CHANGE DN FL2	TRIP P 0715 KGS	TIME M 0000
SPD CHANGE CI 0	TRIP M 1335 KGS	TIME P 0025
SPD CHANGE CI 100	TRIP P 0133 KGS	TIME M 0002

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ATIS:.
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RVSM: ALT SYS LEFT:

STBY:

RIGHT:

-----TIMES

	ESTIMATED	SKED	ACTUAL
OUT	1520Z/1520L	1520Z/1520LZ
OFF	1540Z/1540L	1540Z/1540L	.....Z
ON	1953Z/2053L	1935Z/2035L	.....Z
IN	2003Z/2103L	1945Z/2045L	.....Z
BLOCK TIME	0443	0425	.....

-----WEIGHTS

	EST	MAX	ACTUAL	
PAX	158		.....
CARGO	4.2		.....
PAYLOAD	20.7		.....
ZFW	62.4	62.7	.....
FUEL	16.4	16.4	.....	POSS EXTRA 0.0
TOW	78.5	78.5	LDG.....	
STAB TRIM			.....
LAW	66.4	66.4	.....

-----TERRAIN CLEARANCE CHECK

DD CHECK - TERRAIN CLEARANCE CHECK DISABLED

DP CHECK - TERRAIN CLEARANCE CHECK DISABLED



FLIGHT LOG

MOST CRITICAL MORA 05500 FEET AT BAROB//MXSHR 04 AT ARDOD

AWY	FL	IMT	MN	WIND	OAT	EFOB	PBRN			
POSITION	LAT	EET	ETO	MORA	ITT	TAS	COMP	TDV	AFOB	ABRN
IDENT	LONG	TTLT	ATO	DIS	RDIS	GS	SHR	TRP		
FREQ										
MADEIRA	N3241.7	...	37	071					16.2	0.2
LPMA	W01646.7	0000	...	065	1832	327	M007		....	....
SNT6E				111	085	.52	033/008	M03	16.0	0.4
FUN085006	N3245.8	0002	...	20	080		M007	P04		
D085F	W01635.5	0002	...	12	1820	327		351	....	....
SNT6E				176	003	.59	359/014	M16	15.7	0.7
FUN085019	N3248.1	0002	...	26	358		M002	P04		
D085S	W01620.3	0004	...	13	1807	369		349	....	....
SNT6E				226	035	.66	334/018	M29	15.4	1.0
PORTO SANTO	N3305.4	0004	...	26	030		M017	P01		
SNT	W01621.0	0008	...	17	1790	385		349	....	....
114.90										
DCT				293	035	.76	315/023	M47	14.7	1.7
LIDRO	N3340.1	0008	...	20	030		M007	M03		
LIDRO	W01557.0	0016	...	40	1750	441		355	....	....
DCT				300	035	.77	315/024	M49	14.5	1.9
T O C	N3349.5	0002	...	20	030	453	M007	M04		
	W01550.3	0018	...	11	1739	446	1	355	....	....
DCT				300	044	.80	320/016	M50	10.8	5.6
DEMOS	N4155.5	0115	...	54	041	464	M006	M05		
DEMOS	W00921.7	0133	...	575	1164	458	0	366	....	....
MADRID FIR/UIR										
-LECM	N4155.5	0000	...							
	W00921.4	0133	...	0	1164					
DCT				300	043	.80	316/024	M52	9.4	7.0
LOTEE	N4439.5	0030	...	20	041	461	M003	M07		
LOTEE	W00550.2	0203	...	225	939	458	1	375	....	....
FRANCE FIR/UIR										
-LFFF	N4439.5	0000	...							
	W00550.0	0203	...	0	939					
UN741				300	060	.80	321/049	M53	8.5	7.8
NOVAN	N4619.3	0018	...	20	059	460	M011	M08		
NOVAN	W00342.0	0221	...	134	805	449	1	368	....	....
UN741				300	059	.79	318/078	M54	8.2	8.2
ERIGA	N4651.6	0008	...	21	058	458	P008	M09		
ERIGA	W00221.8	0229	...	64	741	466	2	356	....	....



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
UN741				300	037	.79	319/079	M54	8.1	8.3
MOKOR	N4700.4	0002	...	22	036	458	P006	M09		
MOKOR	W00200.8	0231	...	17	724	464	2	355	....	....
UN873				300	037	.80	319/079	M54	8.0	8.4
OLEBA	N4709.4	0002	...	23	036	459	M024	M09		
OLEBA	W00150.9	0233	...	11	713	435	2	355	....	....
UN873				300	052	.80	319/079	M54	7.9	8.5
BAKUL	N4720.8	0001	...	24	051	459	M024	M09		
BAKUL	W00138.3	0234	...	14	699	435	2	355	....	....
UN873				300	053	.80	325/089	M53	7.7	8.7
ARDOD	N4743.9	0006	...	28	052	460	M015	M08		
ARDOD	W00054.3	0240	...	38	661	445	4	347	....	....
UN873				300	065	.79	323/070	M51	7.4	8.9
OBATO	N4804.0	0004	...	30	064	462	M007	M06		
OBATO	W00015.0	0244	...	33	628	455	4	353	....	....
UM163				300	069	.79	144/006	M52	6.9	9.4
TABOV	N4838.7	0011	...	26	069	460	M001	M07		
TABOV	E00138.9	0255	...	83	545	459	3	352	....	....
UM163				300	074	.79	145/005	M52	6.8	9.6
TOUSSUS LE	N4845.2	0002	...	26	074	460	M001	M07		
TSU	E00206.1	0257	...	19	526	459	3	352	....	....
108.25										
UN858				300	074	.79	177/009	M52	6.6	9.8
UTELA	N4854.3	0005	...	30	075	460	P002	M07		
UTELA	E00257.6	0302	...	35	491	462	2	354	....	....
UN858				300	066	.79	154/008	M52	6.3	10.1
RANUX	N4908.3	0007	...	31	067	460	M002	M07		
RANUX	E00421.7	0309	...	57	434	458	3	355	....	....
UN858				300	066	.79	246/005	M53	6.1	10.3
MEDOX	N4920.0	0004	...	35	067	459	P005	M08		
MEDOX	E00505.8	0313	...	31	403	464	2	360	....	....
UN858				300	068	.79	325/020	M53	5.9	10.5
VALEK	N4930.9	0004	...	35	069	459	P004	M08		
VALEK	E00546.9	0317	...	29	374	463	1	361	....	....
UN858				300	067	.79	325/020	M53	5.9	10.5
LIPNI	N4931.8	0000	...	35	069	459	P004	M08		
LIPNI	E00550.7	0317	...	3	371	463	1	361	....	....
BRUSSELS UIR										
-EBUR	N4931.9	0000	...							
	E00551.3	0317	...	0	371					



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
UN858				300	068	.79	325/020	M53	5.8	10.6
LIMGO	N4938.2	0003	...	46	069	459	P004	M08		
LIMGO	E00616.9	0320	...	18	353	463	1	361	....	....
RHEIN UIR -EDUU	N4940.4	0000	...							
	E00626.9	0320	...	6	347					
DCT				300	086	.79	328/038	M52	5.3	11.0
RUDUS	N5002.9	0009	...	41	088	460	P006	M07		
RUDUS	E00804.7	0329	...	68	279	466	2	365	....	....
UL984				300	086	.79	326/052	M52	5.2	11.2
FRANKFURT	N5003.2	0003	...	27	088	459	P025	M07		
FFM	E00838.2	0332	...	22	257	484	1	364	....	....
114.20										
UL984				300	086	.79	326/051	M52	5.2	11.2
BOMBI	N5003.4	0001	...	38	088	459	P025	M07		
BOMBI	E00848.0	0333	...	6	251	484	1	364	....	....
UL984				300	086	.79	326/051	M52	5.1	11.3
ESATI	N5003.8	0002	...	39	088	459	P025	M07		
ESATI	E00911.4	0335	...	15	236	484	1	364	....	....
UL984				300	086	.79	326/051	M52	5.0	11.3
LOHRE	N5004.0	0001	...	39	088	459	P025	M07		
LOHRE	E00929.2	0336	...	11	225	484	1	364	....	....
UL984				300	086	.79	331/064	M52	5.0	11.4
OSBIT	N5004.2	0001	...	35	089	459	P025	M07		
OSBIT	E00947.0	0337	...	11	214	484	1	363	....	....
UL984				300	087	.79	331/064	M52	4.9	11.5
RASPU	N5004.4	0002	...	35	089	459	P027	M07		
RASPU	E01005.9	0339	...	12	202	486	1	363	....	....
UL984				300	086	.79	331/064	M52	4.9	11.5
KOMIB	N5004.4	0001	...	36	089	459	P027	M07		
KOMIB	E01014.6	0340	...	6	196	486	1	363	....	....
UL984				300	105	.79	332/075	M52	4.8	11.6
SULUS	N5004.5	0002	...	40	108	458	P029	M07		
SULUS	E01043.7	0342	...	19	177	487	2	368	....	....
UZ650				300	089	.79	332/075	M52	4.7	11.7
TONSU	N4958.2	0002	...	50	092	458	P051	M07		
TONSU	E01113.5	0344	...	20	157	509	2	368	....	....
Z35				300	090	.79	331/063	M52	4.6	11.8
BAROB	N4957.4	0002	...	55	093	458	P029	M07		
BAROB	E01137.0	0346	...	15	142	487	3	358	....	....



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
Z35				300	088	.79	331/063	M52	4.5	11.9
RONIG	N4956.8	0002	...	52	091	458	P030	M07		
RONIG	E01156.0	0348	...	12	130	488	3	358	....	....
Z35				300	089	.79	331/063	M52	4.4	12.0
ODOMO	N4956.2	0002	...	51	092	458	P028	M07		
ODOMO	E01220.6	0350	...	16	114	486	3	358	....	....
PRAGUE FIR -LKAA	N4955.9	0000	...							
	E01229.8	0350	...	0	114					
Z35				300	090	.79	333/052	M54	4.3	12.1
T O D	N4955.1	0003	...	46	092	456	P023	M09		
	E01259.4	0353	...	25	89	479	2	355	....	....
Z35				266	089	.72	337/049	M47	4.3	12.1
LOMKI	N4954.6	0002	...	40	093		P018	M09		
LOMKI	E01314.5	0355	...	10	79	440		355	....	....
LOMKI7R				235	048	.67	345/045	M39	4.2	12.1
PR511	N4954.0	0001	...	39	052		P012	M07		
PR511	E01328.9	0356	...	9	70	413		355	....	....
LOMKI7R				177	076	.59	348/033	M32	4.2	12.2
PR512	N5004.6	0004	...	38	079		M016	M12		
PR512	E01350.4	0400	...	17	53	344		333	....	....
LOMKI7R				102	123	.51	346/021	M18	4.1	12.2
PR914	N5008.4	0004	...	33	127		P000	M13		
PR914	E01423.7	0404	...	22	31	319		333	....	....
LOMKI7R				075	123	.43	347/019	M14	4.1	12.3
PR915	N5003.3	0001	...	38	127		P014	M14		
PR915	E01434.2	0405	...	8	23	286		332	....	....
LOMKI7R				058	286	.42	345/020	M11	4.1	12.3
ARVEG	N4959.9	0001	...	37	290		P015	M14		
ARVEG	E01441.0	0406	...	5	18	280		332	....	....
LOMKI7R									4.0	12.4
RUZYNE	N5006.0	0007	...							
LKPR	E01415.6	0413	...	18					....	....



WIND INFORMATION

CLIMB	T O C	DEMOS	LOTÉE
350 290/032 -57	340 292/025 -58	340 306/016 -61	340 309/038 -62
310 315/027 -51	320 303/024 -53	320 309/014 -56	320 318/040 -57
200 346/018 -23	300 315/024 -49	300 314/013 -51	300 326/042 -52
150 006/010 -10	280 316/022 -44	280 316/013 -46	280 322/041 -47
100 039/009 -01	260 320/020 -39	260 318/013 -40	260 318/040 -42
NOVAN	ERIGA	MOKOR	OLEBA
340 311/057 -62	340 316/068 -60	340 317/068 -60	340 317/068 -60
320 315/057 -58	320 318/074 -57	320 318/074 -57	320 318/074 -57
300 319/058 -53	300 319/079 -54	300 319/079 -54	300 319/079 -54
280 320/059 -48	280 322/077 -49	280 322/078 -49	280 322/078 -49
260 320/061 -43	260 324/077 -43	260 324/077 -43	260 325/077 -43
BAKUL	ARDOD	OBATO	TABOV
340 317/069 -60	340 320/066 -58	340 314/052 -56	340 294/009 -57
320 318/074 -57	320 323/078 -56	320 319/061 -54	320 261/003 -55
300 319/079 -54	300 325/089 -53	300 323/070 -51	300 145/005 -52
280 322/078 -49	280 327/093 -48	280 323/075 -48	280 125/009 -48
260 325/077 -43	260 328/095 -44	260 322/076 -44	260 116/011 -44
TSU	UTELA	RANUX	MEDOX
340 294/009 -57	340 246/009 -58	340 251/014 -59	340 275/017 -60
320 263/003 -55	320 211/007 -55	320 222/008 -56	320 269/011 -56
300 145/005 -52	300 177/009 -52	300 152/007 -52	300 247/004 -53
280 125/009 -48	280 142/010 -47	280 132/008 -47	280 233/002 -47
260 116/011 -44	260 127/011 -43	260 129/008 -42	260 208/001 -42
VALEK	LIPNI	LIMGO	RUDUS
340 301/016 -61	340 301/016 -61	340 302/016 -61	340 316/033 -61
320 315/018 -57	320 315/018 -57	320 315/018 -57	320 323/035 -56
300 325/020 -53	300 325/020 -53	300 325/020 -53	300 328/038 -52
280 327/020 -47	280 327/020 -47	280 327/020 -47	280 329/042 -47
260 328/020 -42	260 328/020 -42	260 328/020 -42	260 329/045 -42
FFM	BOMBI	ESATI	LOHRE
340 325/045 -61	340 325/045 -61	340 325/045 -61	340 325/045 -61
320 326/048 -56	320 326/048 -56	320 326/048 -56	320 326/048 -56
300 326/051 -52	300 326/051 -52	300 326/051 -52	300 326/051 -52
280 328/053 -47	280 328/053 -47	280 328/053 -47	280 328/053 -47
260 329/053 -42	260 329/053 -42	260 329/053 -42	260 329/053 -42
OSBIT	RASPU	KOMIB	SULUS
340 326/058 -60	340 326/058 -60	340 326/058 -60	340 325/070 -59
320 329/061 -56	320 329/061 -56	320 329/061 -56	320 329/072 -56
300 331/064 -52	300 331/064 -52	300 331/064 -52	300 332/075 -52
280 330/064 -47	280 330/064 -47	280 330/064 -47	280 331/065 -47
260 329/061 -42	260 329/061 -42	260 329/061 -42	260 331/054 -43

**TONSU**

340 325/070 -59
320 329/072 -56
300 332/075 -52
280 331/065 -47
260 331/054 -43

BAROB

340 328/069 -59
320 329/066 -56
300 331/063 -52
280 331/054 -49
260 333/046 -45

RONIG

340 328/069 -59
320 329/066 -56
300 331/063 -52
280 331/054 -49
260 333/046 -45

ODOMO

340 328/069 -59
320 329/066 -56
300 331/063 -52
280 331/054 -49
260 333/046 -45

T O D

340 330/061 -59
320 331/057 -56
300 333/052 -54
280 335/050 -50
260 339/048 -46

DESCENT

350 337/052 -59
310 342/053 -55
200 345/026 -36
150 350/025 -26
100 345/022 -18



[ATC Flight Plan]

ICAO FLIGHT PLAN

FF LPPCZQZX LECMZQZX LFFFZQZX EBURZQZX EDUUZQZX LKAAZQZX
141515 CYULSBFP
(FPL-AAL2457-IS
-B738/M-SDE2E3FGHIRWXY/LB1
-LPMA1520
-N0464F300 SNT6E SNT DCT LIDRO DCT DEMOS DCT LOTEE UN741 MOKOR UN873
OBATO UM163 TSU UN858 LIMGO DCT RUDUS UL984 SULUS UZ650 TONSU Z35
LOMKI LOMKI7R
-LKPR0403 EDDM
-PBN/A1B1C1D1S1S2 DOF/210114 REG/N807NN EET/LECM0133 LFFF0203
EBUR0317 EDUU0321 LKAA0350 OPR/AAL 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 AA2457 LPMA/LKPR



[Airport WX List]

LPMA --> LKPR AA 2457 / 14JAN2021
LIDO/WEATHER SERVICE DATE : 14Jan2021 TIME : 15:15 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 141500 03012KT 9999 SCT016 16/10 Q1031
FT 141100 1412/1512 03013KT 9999 SCT015
BECMG 1421/1424 BKN015

Destination:

LKPR/PRG RUZYNE

SA 141500 32007KT 9999 SCT025 BKN040 M01/M03 Q1016 R24/29//95
R30/25//95 NOSIG
FT 141100 1412/1518 34010KT 9999 BKN025
TEMPO 1412/1418 35016G26KT 4000 SHSN BKN012
PROB30 TEMPO 1412/1418 SCT035
TEMPO 1418/1518 4000 SHSN BKN012
PROB30 TEMPO 1512/1518 35012G22KT SCT030

Destination Alternates:

EDDM/MUC MUNICH

SA 141450 27006KT 9999 BKN038 M00/M04 Q1017 NOSIG
FT 141100 1412/1518 30010KT 9999 SCT020
BECMG 1415/1417 VRB03KT
BECMG 1419/1422 04005KT
PROB40 TEMPO 1503/1507 1200 BCFG
TEMPO 1506/1508 3000 BR BKN002
PROB40 TEMPO 1514/1518 4500 -SN
BECMG 1516/1518 29005KT

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

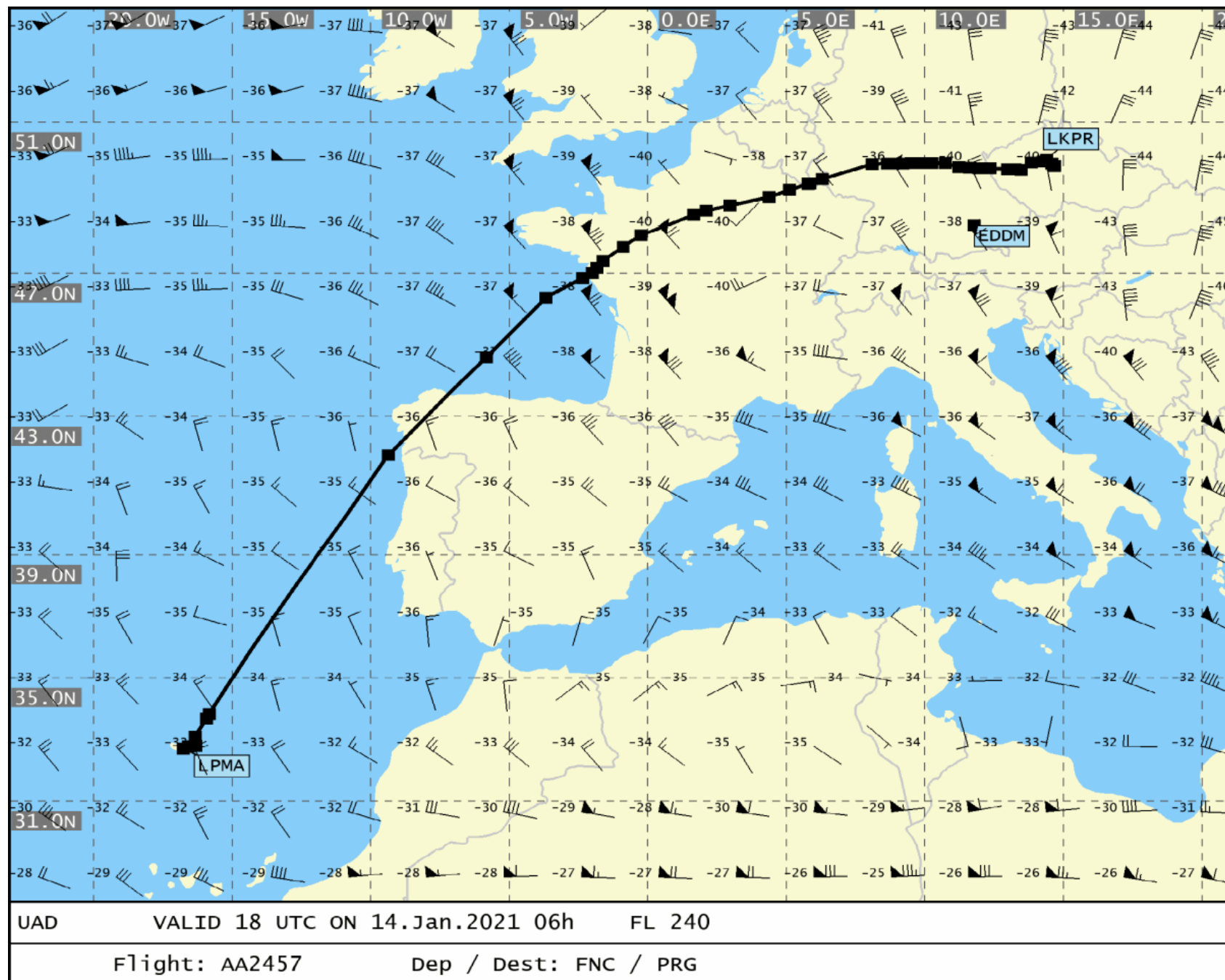
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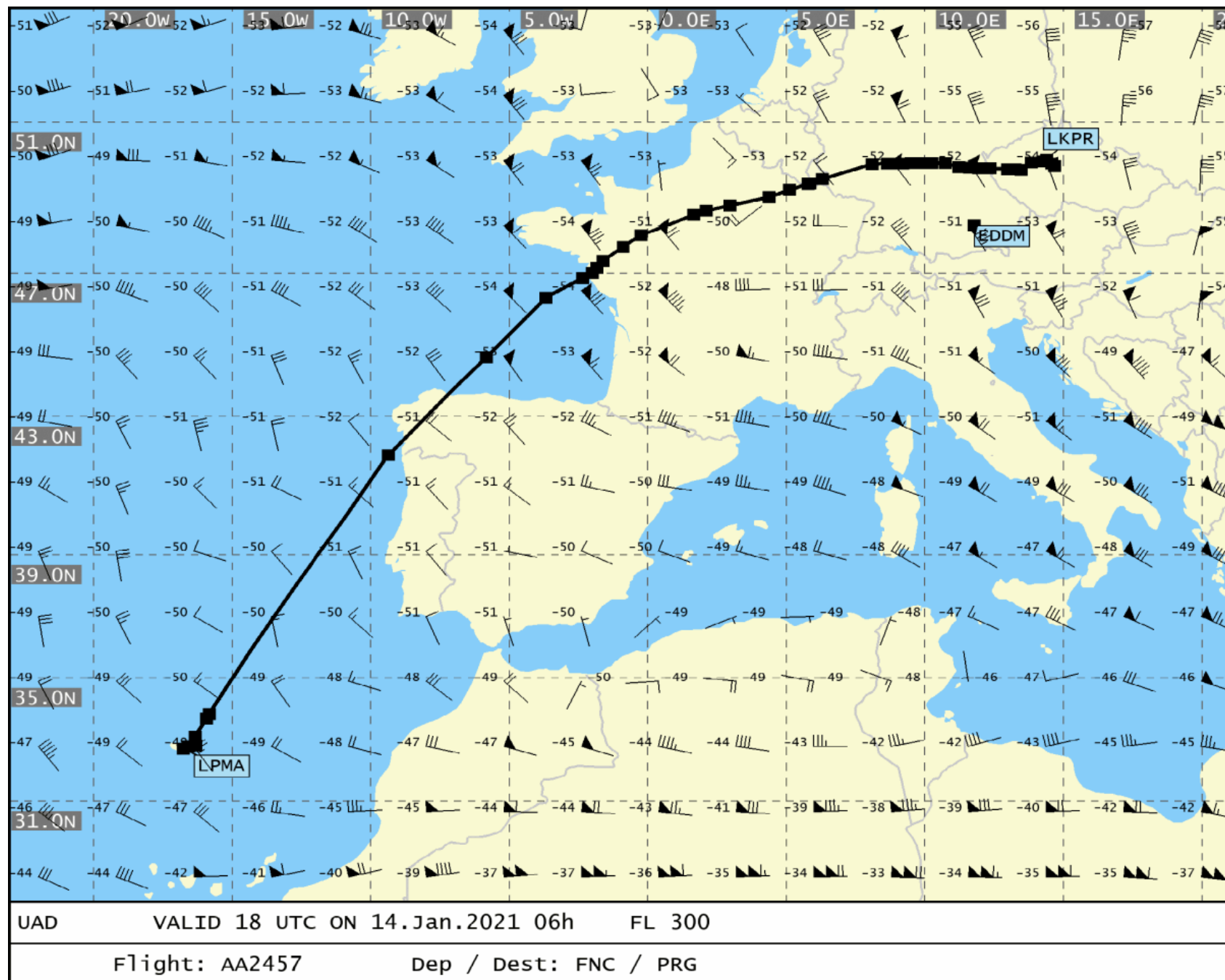
NIL

===== END OF LIDO-NOTAM-BULLETIN =====

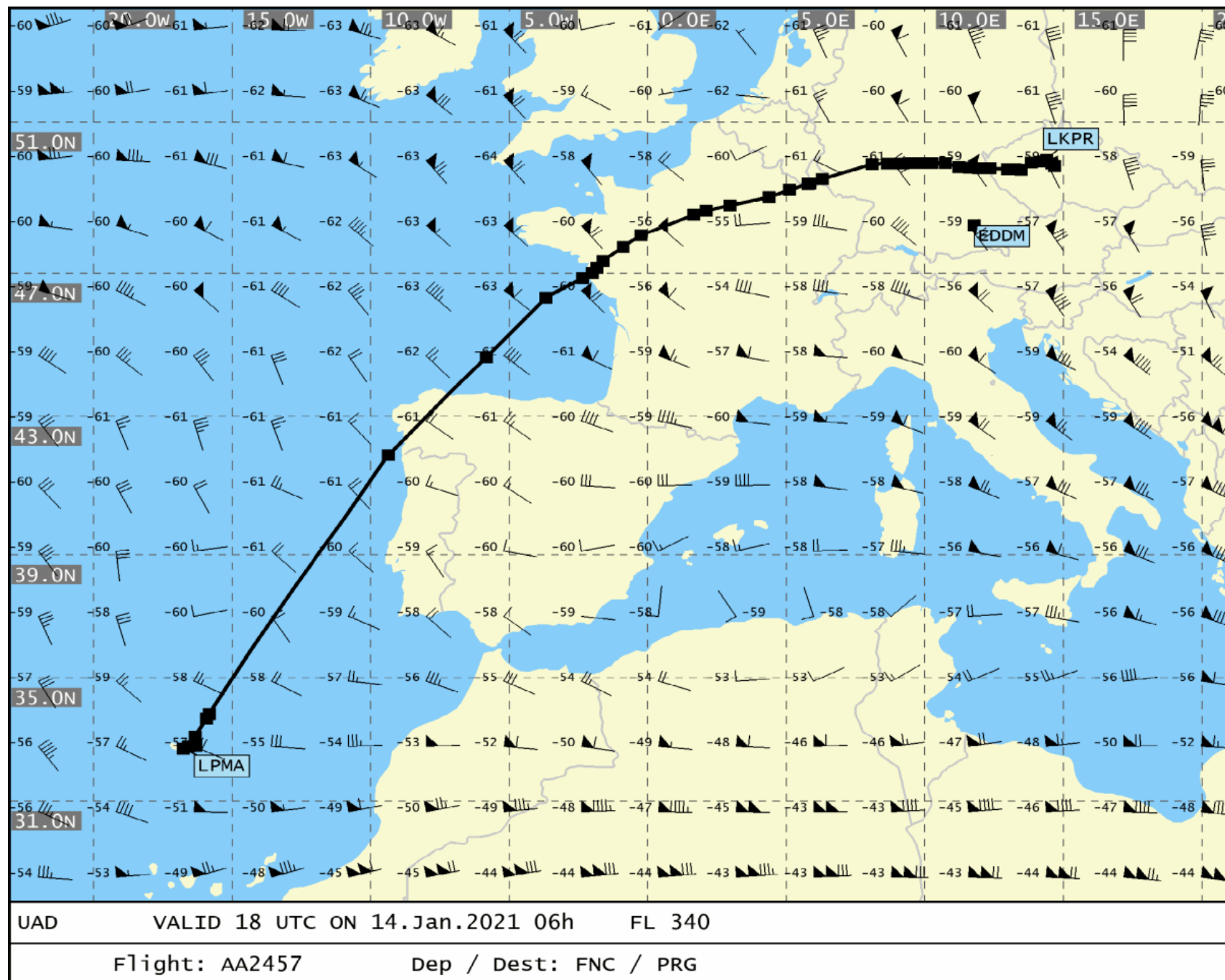


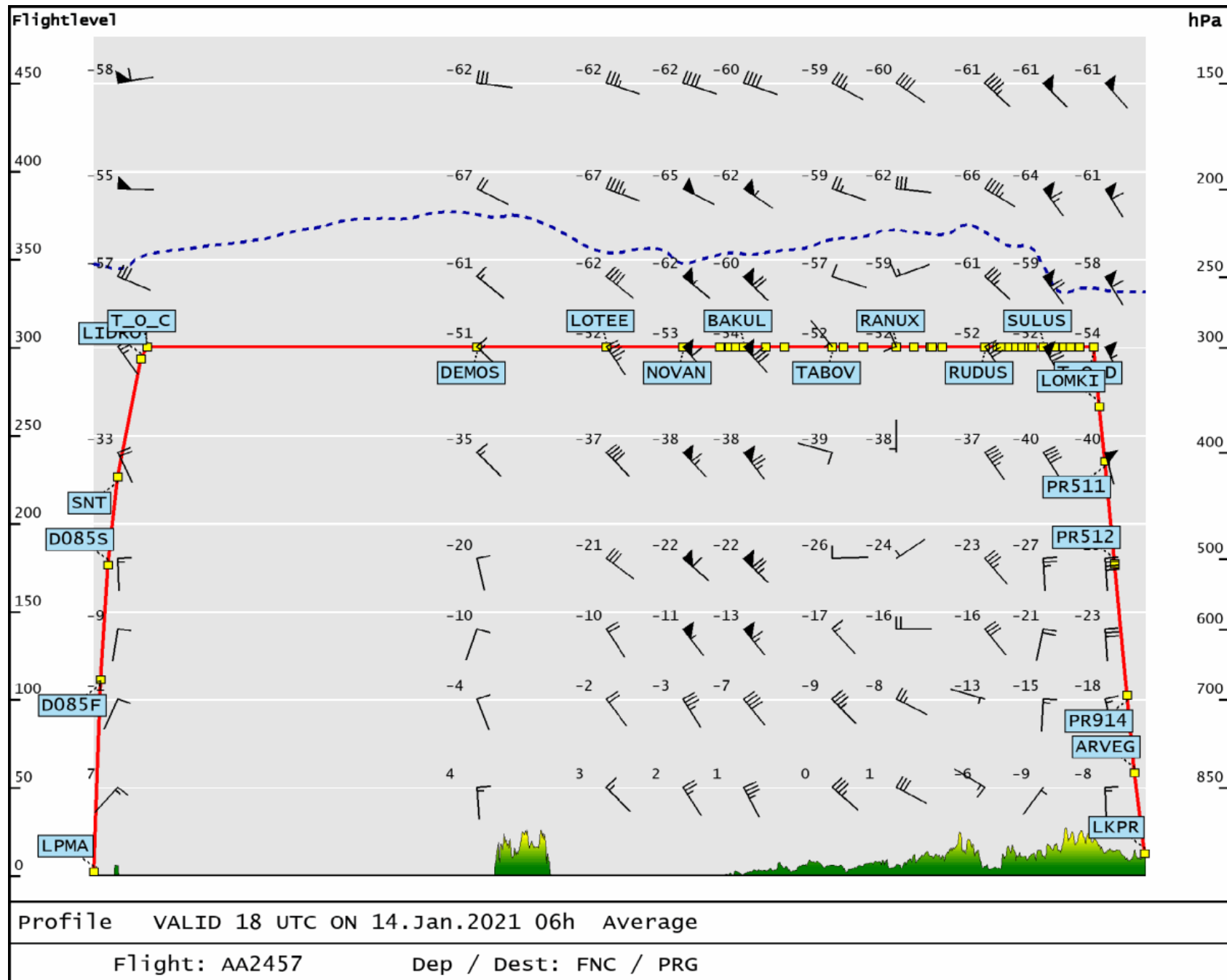






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