



[OFF]

RYR0725 26JAN2021 LFMN-EGLL B738 EIEFY RELEASE 2146 27JAN21
OFF 1 NICE/COTE D'AZUR-HEATHROW
WX PROG 2618 2621 2700 OBS 2618 2618 2700

ATC C/S RYR725 LFMN/NCE EGLL/LHR CRZ SYS CI 77
26JAN2021 EIEFY 2015/2035 2226/2236 GND DIST 604
B737-800 / CFM56-7B26/FLEET-B STA 2225 AIR DIST 735
CTOT:.... G/C DIST 562

MAXIMUM TOW 79016 LAW 66361 ZFW 62732 AVG WIND 315/076
ESTIMATED TOW 70256 LAW 65213 ZFW 61001 AVG W/C M071
AVG ISA M007
AVG FF KGS/HR 2723
FUEL BIAS P00.0
TKOF ALTN

ALTN EGYM
FL STEPS LFMN/0320/

DISP RMKS FR
PLANNED OPTIMUM FLIGHT LEVEL

PLANNED FUEL

FUEL ARPT FUEL TIME

TRIP LHR 5043 0151
CONT 15 MIN 681 0015
ALTN KNF 1380 0034
FINRES 2151 0100

MINIMUM T/OFF FUEL 9255 0340

EXTRA 0 0000

T/OFF FUEL 9255 0340
TAXI NCE 227 0020

BLOCK FUEL NCE 9482
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: HERMAN HURLEY

PIC NAME: CHARLEMAGNE, CLEME

TEL: +1 800 555 0199

PIC SIGNATURE:



ALTERNATE ROUTE TO:								FINRES		2151	
APT	TRK	DST	VIA					FL	WC	TIME	FUEL
EGYM/19	027	114	BPK7F	BPK	N16	BKY	DCT	130	M001	0034	1380

MEL/CDL ITEMS DESCRIPTION

ROUTING:

ROUTE ID: DEF RTE
LFMN/04R BADOD6E BADOD UZ12 BULOL UM733 KOPOR UM976 ABNUR UT10 ALESO
BIG4B EGLL/27R

DEPARTURE ATC CLEARANCE:

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OPERATIONAL IMPACTS

WEIGHT CHANGE	UP	1.0	TRIP	P	0045	KGS	TIME	M	0000
WEIGHT CHANGE	DN	1.0	TRIP	M	0043	KGS	TIME	M	0000
FL CHANGE	UP	FL1	TRIP	M	0025	KGS	TIME	P	0001
FL CHANGE	DN	FL1	TRIP	P	0056	KGS	TIME	M	0001
FL CHANGE	DN	FL2	TRIP	P	0296	KGS	TIME	M	0005
SPD CHANGE	CI	0	TRIP	M	0165	KGS	TIME	P	0006
SPD CHANGE	CI	100	TRIP	P	0031	KGS	TIME	M	0000

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ATIS:.
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RVSM: ALT SYS LEFT:

STBY:

RIGHT:

-----TIMES

	ESTIMATED	SKED	ACTUAL
OUT	2015Z/2115L	2015Z/2115LZ
OFF	2035Z/2135L	2035Z/2135L	.....Z
ON	2226Z/2226L	2215Z/2215L	.....Z
IN	2236Z/2236L	2225Z/2225L	.....Z
BLOCK TIME	0221	0210	.....

-----WEIGHTS

	EST	MAX	ACTUAL	
PAX	143		.....
CARGO	4.4		.....
PAYLOAD	19.3		.....
ZFW	61.0	62.7	.....
FUEL	9.5	10.6	.....	POSS EXTRA 1.1
TOW	70.3	71.4	LDG.....	
STAB TRIM			.....
LAW	65.2	66.4	.....

-----TERRAIN CLEARANCE CHECK

DD CHECK - TERRAIN CLEARANCE CHECK DISABLED

DP CHECK - TERRAIN CLEARANCE CHECK DISABLED



FLIGHT LOG

MOST CRITICAL MORA 12200 FEET AT BADOD//MXSHR 06 AT BRY

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
NICE/COTE D	N4339.9		...	28	218				9.3	0.2
LFMN	E00712.9	0000	...		219		P020			
					604	361			....	....
BADOD6E				129	320	.54	337/047	M11	9.0	0.4
NICE	N4335.4	0007	...	78	322		P020	P00		
NC	E00707.7	0007	...	30	574	361		341	....	....
338										
BADOD6E				289	328	.75	325/075	M50	8.2	1.3
AMIRO	N4356.5	0006	...	109	330		M075	M07		
AMIRO	E00644.9	0013	...	27	547	366		342	....	....
BADOD6E				320	328	.78	326/086	M56	7.7	1.8
T O C	N4408.6	0003	...	104	329	448	M086	M07		
	E00635.2	0016	...	14	533	362	5	342	....	....
BADOD6E				320	328	.80	326/086	M56	7.7	1.8
BADOD	N4412.8	0001	...	122	329	462	M086	M07		
BADOD	E00631.7	0017	...	5	528	376	5	342	....	....
UZ12				320	325	.80	323/088	M56	7.2	2.2
NEDRU	N4504.5	0010	...	96	327	462	M088	M07		
NEDRU	E00549.2	0027	...	60	468	374	5	338	....	....
UZ12				320	335	.80	323/091	M55	7.0	2.5
LA TOUR DU	N4529.3	0005	...	43	336	463	M091	M06		
LTP	E00526.3	0032	...	30	438	372	4	351	....	....
115.55										
UZ12				320	335	.80	321/086	M56	6.8	2.7
BULOL	N4602.7	0005	...	30	336	462	M084	M07		
BULOL	E00505.5	0037	...	36	402	378	4	340	....	....
UM733				320	335	.80	321/086	M56	6.7	2.8
IDAVO	N4614.8	0002	...	38	336	461	M084	M07		
IDAVO	E00457.8	0039	...	13	389	377	4	340	....	....
UM733				320	335	.80	319/084	M56	6.4	3.0
ARDOL	N4645.1	0006	...	37	336	461	M081	M07		
ARDOL	E00438.3	0045	...	33	356	380	3	337	....	....
UM733				320	335	.80	319/084	M56	6.4	3.1
BAGBI	N4648.9	0000	...	41	336	461	M081	M07		
BAGBI	E00435.8	0045	...	4	352	380	3	337	....	....
UM733				320	334	.80	315/083	M57	6.0	3.5
CHABY	N4747.8	0011	...	31	335	460	M078	M08		
CHABY	E00356.9	0056	...	65	287	382	3	332	....	....



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
UM733 LAULY LAULY	N4809.4 E00342.1	0003 0059	... ...	320 30 24	312 312 263	.80 460 382	314/083 M078 3	M57 M08 332	5.8	3.7
UM733 BRAY SUR SE BRY 114.10	N4824.4 E00317.7	0004 0103	... ...	320 26 22	336 337 241	.80 461 380	311/081 M081 6	M56 M07 343	5.6	3.9
UM733 COULOMMIERS CLM 112.90	N4850.7 E00300.8	0004 0107	... ...	320 26 29	329 330 212	.80 460 388	309/080 M072 4	M57 M08 331	5.4	4.1
UM733 UTELA UTELA	N4854.3 E00257.6	0001 0108	... ...	320 27 4	329 330 208	.80 461 385	309/080 M076 4	M56 M07 331	5.4	4.1
UM733 KOPOR KOPOR	N4930.9 E00225.3	0006 0114	... ...	320 27 42	331 331 166	.80 460 387	308/078 M073 3	M57 M08 332	5.1	4.4
UM976 ABNUR ABNUR	N5010.3 E00151.5	0007 0121	... ...	320 23 45	315 315 121	.80 460 387	308/078 M073 3	M57 M08 331	4.8	4.7
UT10 DIMAL DIMAL	N5029.6 E00122.0	0005 0126	... ...	320 20 27	313 312 94	.80 461 382	307/080 M079 4	M56 M07 339	4.6	4.9
UT10 T O D	N5030.9 E00119.7	0000 0126	... ...	320 20 2	313 312 92	.80 460 383	305/077 M077 3	M57 M08 329	4.6	4.9
UT10 ALESO ALESO	N5034.5 E00113.5	0001 0127	... ...	302 20 5	315 315 87	.78 305/072 377	305/072 M072	M55 M10 329	4.6	4.9
LONDON FIR/UIR -EGTT	N5034.5 E00113.5	0000 0127	... ...	0	87					
BIG4B ROTNO ROTNO	N5051.4 E00046.7	0006 0133	... ...	217 23 24	315 314 63	.64 302/053 339	302/053 M052	M33 M05 329	4.5	5.0
BIG4B ETVAX ETVAX	N5058.1 E00035.9	0002 0135	... ...	181 23 10	314 314 53	.59 304/050 320	304/050 M049	M24 M03 329	4.5	5.0
BIG4B TIGER TIGER	N5104.0 E00026.4	0002 0137	... ...	153 25 8	316 316 45	.56 300/047 307	300/047 M046	M18 M02 343	4.5	5.0



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
BIG4B				117	316	.52	295/042	M10	4.4	5.1
BIG136012	N5111.2	0002	...	28	316		M040	M02		
D136L	E00015.4	0139	...	10	35	294		343	....	....
BIG4B				075	296	.43	290/028	M02	4.4	5.1
BIGGIN	N5119.9	0003	...	28	295		M025	M02		
BIG	E00002.1	0142	...	12	23	254		343
115.10										
BIG4B									4.2	5.3
HEATHROW	N5128.7	0009	...							
EGLL	W00027.7	0151	...	23				

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WIND INFORMATION

CLIMB

350 328/093 -60
310 325/082 -55
200 329/055 -27
150 336/054 -15
100 329/022 -06

T O C

360 328/091 -60
340 328/095 -60
320 326/086 -56
300 325/077 -53
280 326/072 -48

BADOD

360 328/091 -60
340 328/095 -60
320 326/086 -56
300 325/077 -53
280 326/072 -48

NEDRU

360 324/093 -59
340 325/097 -59
320 324/088 -56
300 322/079 -53
280 325/075 -48

LTP

360 323/097 -59
340 323/100 -59
320 322/091 -55
300 321/083 -52
280 321/075 -47

BULOL

360 322/090 -59
340 322/094 -59
320 321/086 -56
300 320/077 -53
280 320/070 -48

IDAVO

360 322/090 -59
340 322/094 -59
320 321/086 -56
300 320/077 -53
280 320/070 -48

ARDOL

360 320/087 -59
340 320/091 -59
320 319/084 -56
300 318/078 -53
280 318/071 -48

BAGBI

360 320/087 -59
340 320/091 -59
320 319/084 -56
300 318/078 -53
280 318/071 -48

CHABY

360 315/085 -59
340 315/089 -59
320 314/083 -57
300 314/077 -54
280 314/072 -49

LAULY

360 315/085 -59
340 315/089 -59
320 314/083 -57
300 314/077 -54
280 313/072 -49

BRY

360 313/088 -59
340 313/092 -59
320 311/081 -56
300 308/071 -54
280 309/066 -48

CLM

360 311/083 -59
340 310/087 -59
320 309/080 -56
300 308/072 -54
280 309/067 -49

UTELA

360 311/083 -59
340 310/087 -59
320 309/080 -56
300 308/072 -54
280 309/067 -49

KOPOR

360 311/080 -59
340 309/084 -59
320 308/078 -57
300 308/071 -54
280 308/067 -49

ABNUR

360 311/080 -59
340 309/084 -59
320 308/078 -57
300 308/071 -54
280 308/066 -49

DIMAL

360 309/083 -59
340 308/087 -59
320 307/080 -56
300 305/072 -54
280 307/066 -49

T O D

360 307/079 -58
340 306/082 -59
320 305/077 -57
300 305/071 -55
280 304/065 -49

DESCENT

350 305/080 -58
310 304/071 -55
200 299/053 -28
150 300/047 -17
100 290/034 -07



[ATC Flight Plan]

ICAO FLIGHT PLAN

FF LFMMZQZX LFFFZQZX EGT TZQZX
272146 CYULSBFP
(FPL-RYR725-IS
-B738/M-SDE2E3FGHIRWXY/LB1
-LFMN2015
-N0462F320 BADOD6E BADOD UZ12 BULOL UM733 KOPOR UM976 ABNUR UT10
ALESO BIG4B
-EGLL0141 EGYM
-PBN/A1B1C1D1S1S2 DOF/210126 REG/EIEFY EET/LFFF0002 LFMM0007
EGTT0127 OPR/RYR 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 FR0725 LFMN/EGLL

**[Airport WX List]**

LFMN --> EGLL FR 725 / 26JAN2021
LIDO/WEATHER SERVICE DATE : 27Jan2021 TIME : 21:46 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:

LFMN/NCE NICE/COTE D'AZUR

SA 272130 34007KT 9999 BKN033 BKN250 06/02 Q1016 NOSIG

FT 272000 2721/2903 34010KT CAVOK

PROB40 TEMPO 2721/2805 BKN020

BECMG 2810/2812 10010KT

BECMG 2816/2818 34010KT

Destination:

EGLL/LHR HEATHROW

SA 272120 AUTO VRB03KT 4200 RA SCT003 BKN015 BKN040 09/08 Q1009

FT 271912 2719/2824 18003KT 5000 -RA BKN005

TEMPO 2719/2807 3000 RADZ BKN003

PROB30 TEMPO 2800/2804 1200 BR BKN001

BECMG 2801/2804 24010KT

PROB30 TEMPO 2802/2806 +RA

BECMG 2807/2810 9999 NSW SCT018

TEMPO 2810/2818 27018G28KT

TEMPO 2819/2824 5000 RA BKN009

PROB30 TEMPO 2820/2824 3000 +RADZ BKN004

Destination Alternates:

EGYM/KNF MARHAM

SA 272050 15003KT 0200 FG BKN001 04/04 Q1010 RED

FT 271626 2716/2718 26010KT 8000 HZ FEW010

BECMG 2716/2718 3000 BR SCT005

PROB40 TEMPO 2716/2718 0500 FG SCT001

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

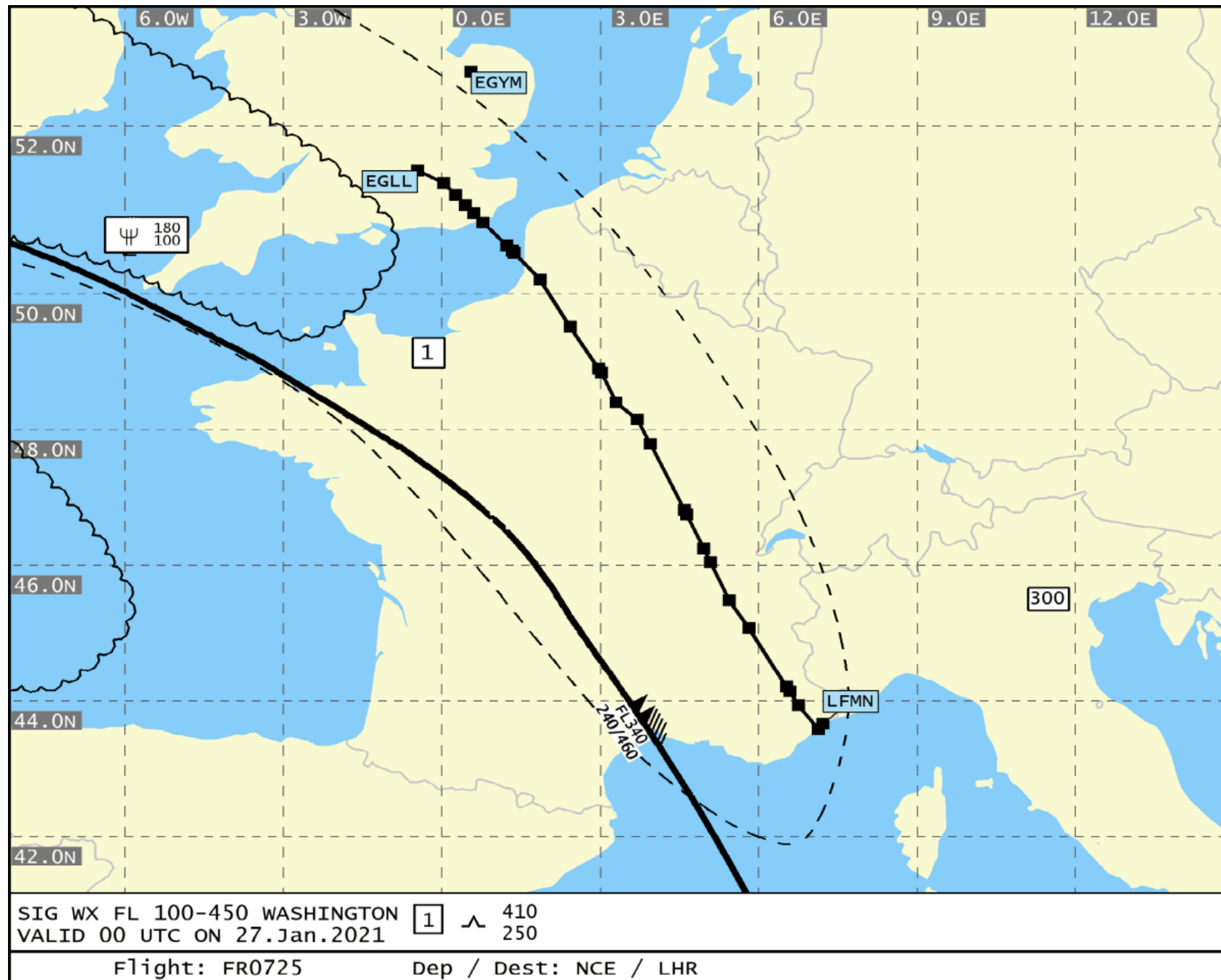
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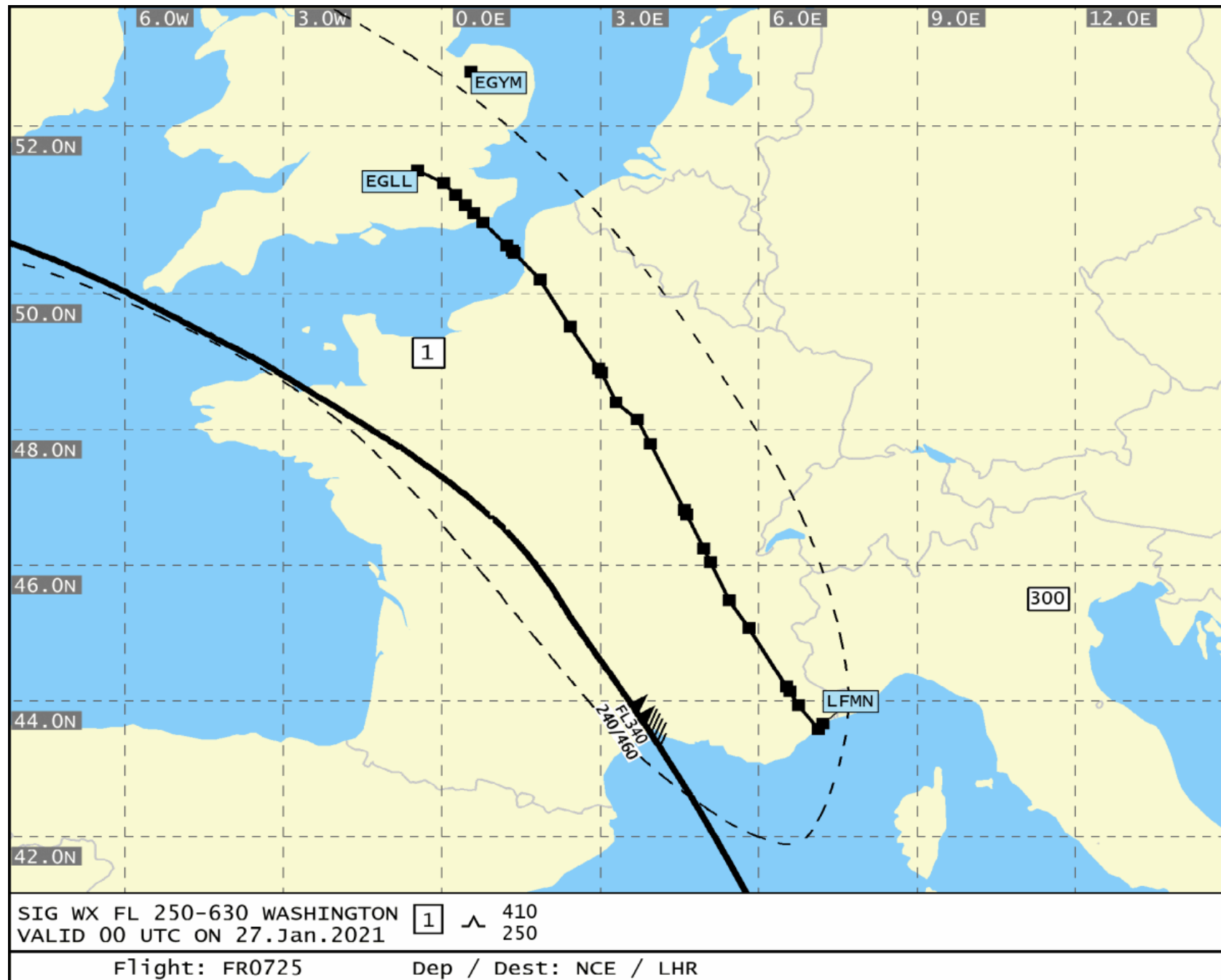
NIL

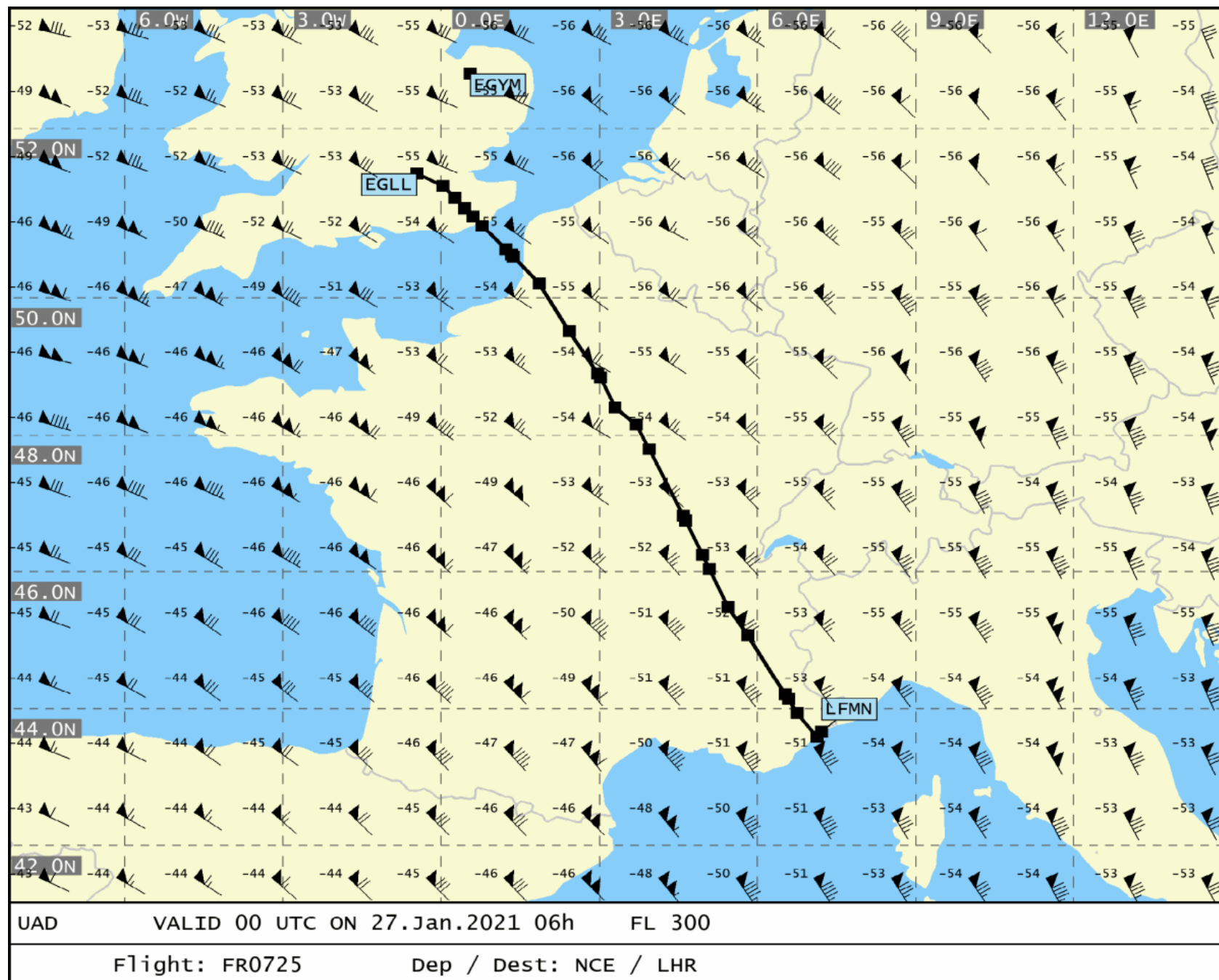
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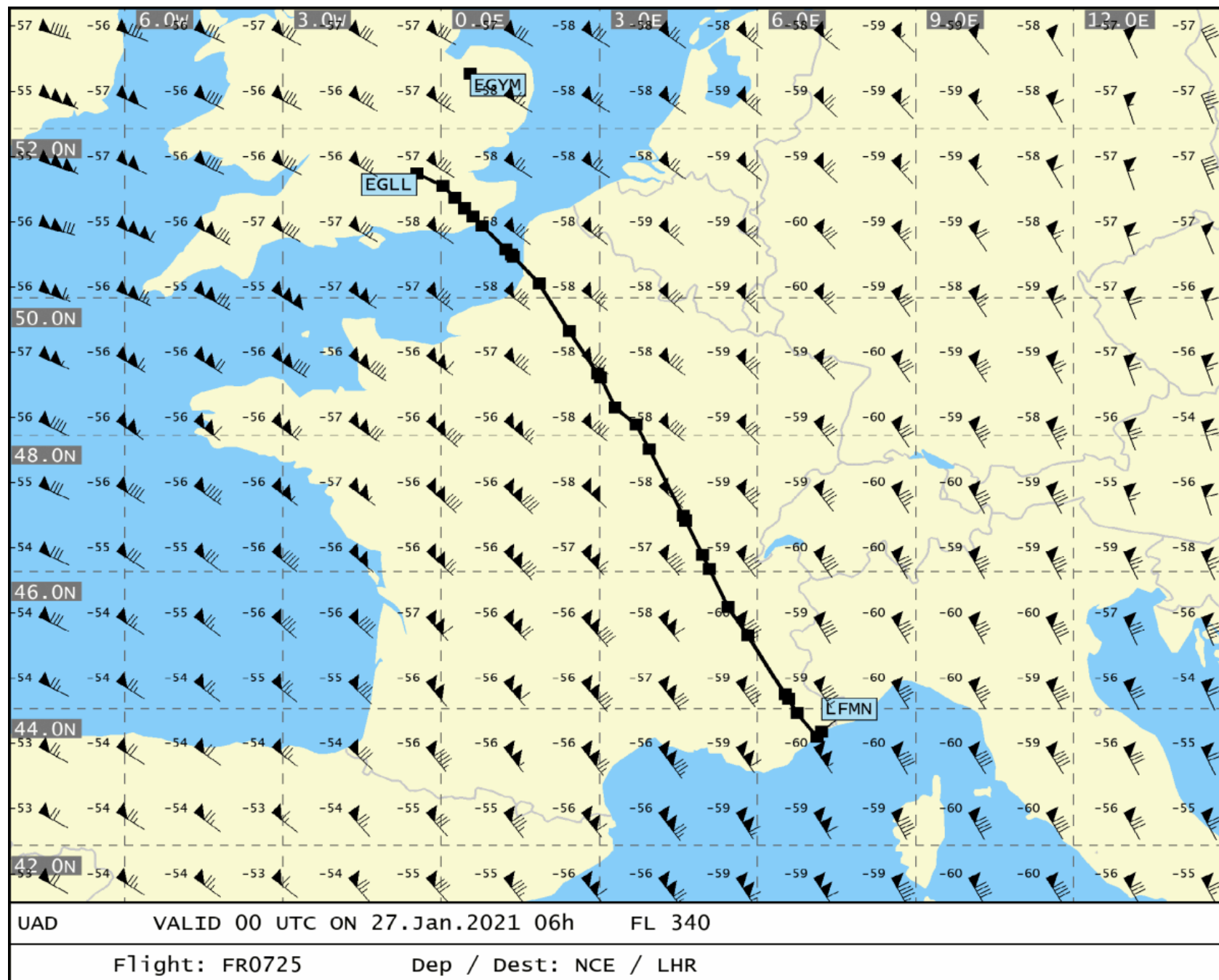
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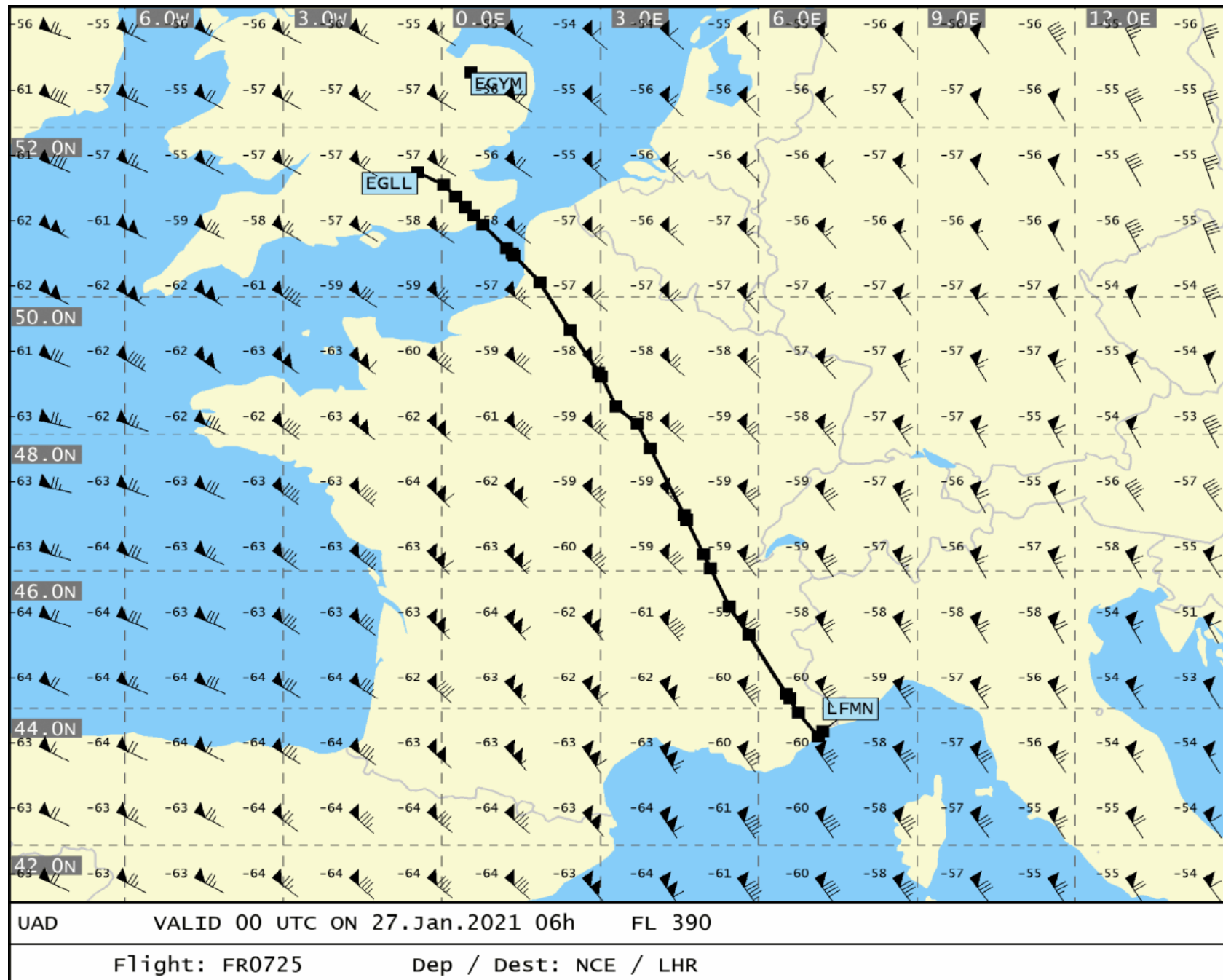


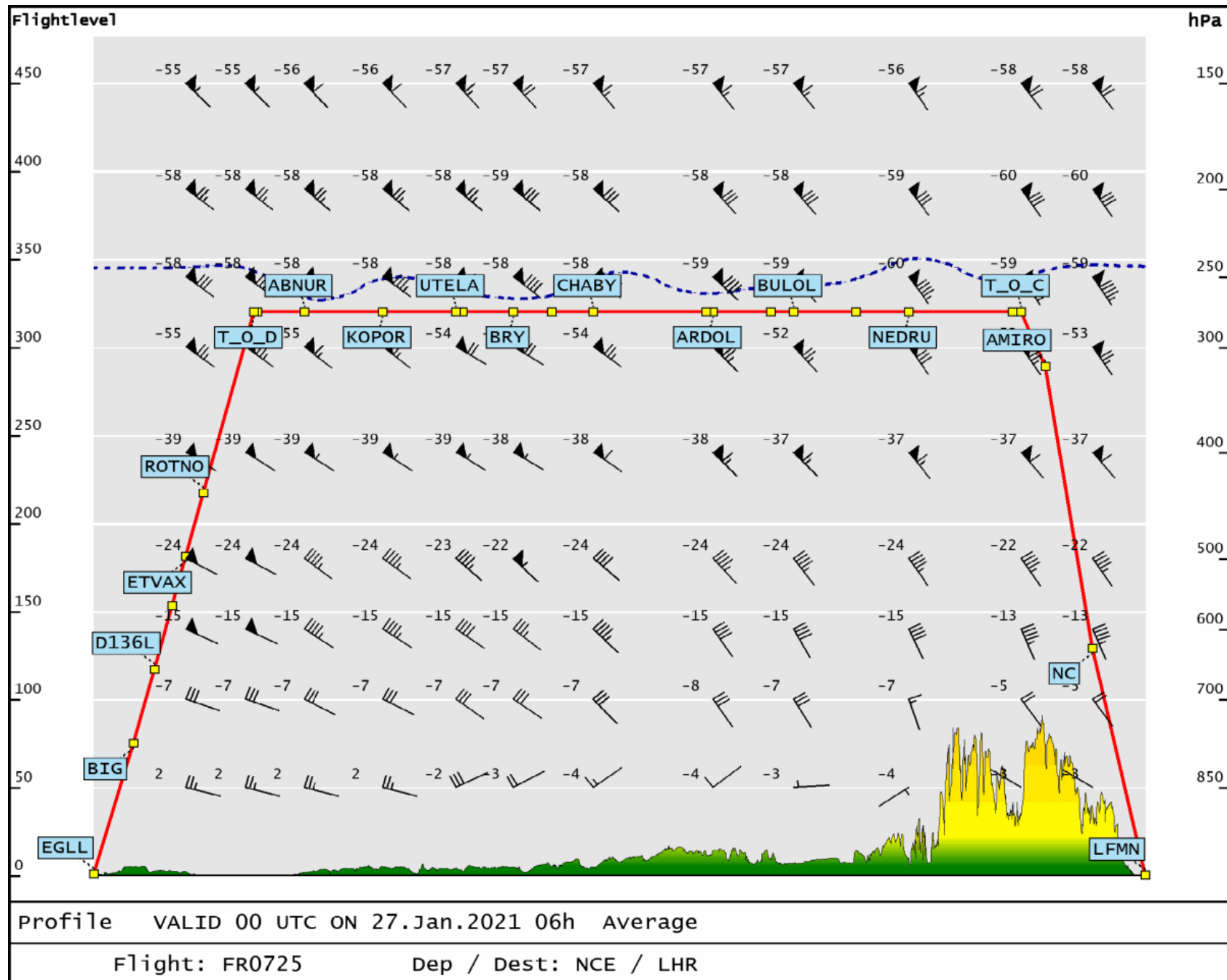


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