



[OFP]

SEH0420 29APR2025 EDDH-EKCH A320 N320SB RELEASE 1031 29APR25
OFP 1 HAMBURG-KASTRUP
WX PROG 2909 2912 2915 OBS 2906 2906 2906

ATC C/S SEH420 EDDH/HAM EKCH/CPH CRZ SYS CI 22
29APR2025 N320SB 1055/1115 1151/1159 GND DIST 189
A320-200 / CFM56-5B4/P STA 1200 AIR DIST 191
CTOT:.... G/C DIST 151

MAXIMUM TOW 78000 LAW 66000 ZFW 62500 AVG WIND 314/025
ESTIMATED TOW 64437 LAW 62780 ZFW 59951 AVG W/C M003
AVG ISA P002
AVG FF KGS/HR 2730
FUEL BIAS P00.0
TKOF ALTN

ALTN EKAH
FL STEPS EDDH/0210/GESKA/0200

DISP RMKS PLANNED OPTIMUM FLIGHT LEVEL

PLANNED FUEL

FUEL ARPT FUEL TIME

TRIP CPH 1657 0036
CONT 15 MIN 683 0015
ALTN AAR 1074 0024
FINRES 1072 0030

MINIMUM T/OFF FUEL 4486 0145

EXTRA 0 0000

T/OFF FUEL 4486 0145
TAXI HAM 230 0020

BLOCK FUEL HAM 4716
PIC EXTRA
TOTAL FUEL
REASON FOR PIC EXTRA

FMC INFO:
FINRES+ALTN 2146
TRIP+TAXI 1887

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: ANTOINETTE HALL

PIC NAME: AKEN, OS

TEL: +1 800 555 0199

PIC SIGNATURE:



ALTERNATE ROUTE TO:				FINRES			1072
APT	TRK	DST	VIA	FL	WC	TIME	FUEL
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EKAH/28L	301	101	GOLGA2C GOLGA DCT	180	M023	0024	1074
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MEL/CDL ITEMS DESCRIPTION

ROUTING:

ROUTE ID: DEF RTE
EDDH/33 LUGEG2G LUGEG P605 GESKA Z711 MONAK MONAK3C EKCH/22R
-----DEPARTURE ATC CLEARANCE:
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-----OPERATIONAL IMPACTS

WEIGHT CHANGE UP 1.0	TRIP P 0019 KGS	TIME P 0000
WEIGHT CHANGE DN 1.0	TRIP M 0020 KGS	TIME P 0000
FL CHANGE UP FL1	TRIP M 0001 KGS	TIME P 0000
FL CHANGE DN FL1	TRIP P 0008 KGS	TIME P 0000
FL CHANGE DN FL2	TRIP P 0013 KGS	TIME P 0001
SPD CHANGE CI 0	TRIP M 0048 KGS	TIME P 0001
SPD CHANGE CI 50	TRIP P 0022 KGS	TIME M 0000

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ATIS:.
.-----
RVSM: ALT SYS LEFT:

STBY:

RIGHT:

-----TIMES

	ESTIMATED	SKED	ACTUAL
OUT	1055Z/1255L	1055Z/1255L	Z
OFF	1115Z/1315L	1115Z/1315L	Z
ON	1151Z/1351L	1152Z/1352L	Z
IN	1159Z/1359L	1200Z/1400L	Z
BLOCK TIME	0104	0105	.....

-----WEIGHTS

	EST	MAX	ACTUAL	
PAX	156		.....	
CARGO	3.8		.....	
PAYLOAD	16.2		.....	
ZFW	60.0	62.5	.....	
FUEL	4.7	7.9	.....	POSS EXTRA 3.2
TOW	64.4	67.7	LDG.....	
STAB TRIM			.....	
LAW	62.8	66.0	.....	

-----TERRAIN CLEARANCE CHECK

DD CHECK - TERRAIN CLEARANCE CHECK DISABLED

DP CHECK - TERRAIN CLEARANCE CHECK DISABLED



FLIGHT LOG

MOST CRITICAL MORA 02400 FEET AT CDA///MXSHR 01 AT MEGAR

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
HAMBURG EDDH	N5337.8 E00959.3	...	...	21	334 336 189	251	M010		4.5	0.2
LUGEG2G DH250 DH250	N5341.3 E00956.8	0001 0001	...	029 21 4	356 000 185	.39 251	316/011 M010	10 P01 396	4.3	0.4
LUGEG2G DH253 DH253	N5344.1 E00956.8	0001 0002	...	048 23 3	060 063 182	.41 257	327/014 M012	07 P02 396	4.2	0.5
LUGEG2G DH169 DH169	N5354.0 E01031.4	0004 0006	...	158 23 23	060 064 159	.61 393	310/020 P007	M13 P04 393	3.8	0.9
LUGEG2G LUGEG LUGEG	N5356.4 E01040.1	0001 0007	...	178 22 6	043 046 153	.63 405	316/022 P006	M17 P04 393	3.7	1.0
P605 T O C	N5404.6 E01055.0	0001 0008	...	210 22 12	044 047 141	.68 419 414	325/026 M005	M25 P02 393	3.6	1.1
P605 TOSPA TOSPA	N5406.8 E01059.0	0001 0009	...	210 21 3	043 047 138	.63 388 384	325/026 M004	M25 P02 393	3.6	1.2
P605 AMICH AMICH	N5412.3 E01109.2	0001 0010	...	210 20 8	043 047 130	.63 388 384	325/026 M004	M25 P02 393	3.5	1.2
P605 PIBUL PIBUL	N5422.2 E01127.7	0003 0013	...	210 20 15	043 047 115	.63 388 384	325/026 M004	M25 P02 393	3.4	1.3
P605 MEGAR MEGAR	N5428.1 E01138.9	0001 0014	...	210 20 9	043 047 106	.63 387 388	314/025 P001	M26 P01 393	3.3	1.4
COPENHAGEN FIR -EKDK	N5428.1 E01139.0	0000 0014	...	0	106					
P605 GESKA GESKA	N5437.1 E01156.0	0002 0016	...	210 21 13	029 033 93	.63 387 390	309/029 P003	M26 P01 390	3.3	1.5



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
Z711				200	029	.62	310/029	M23	3.1	1.6
MONAK	N5456.7	0004	...	23	033	383	M005	P02		
MONAK	E01218.8	0020	...	24	69	378	0	390	....	....
MONAK3C				200	029	.62	310/029	M23	3.1	1.6
CODAN	N5500.1	0001	...	24	033	382	M005	P02		
CDA	E01222.8	0021	...	4	65	377	0	391	....	....
114.90										
MONAK3C				200	030	.62	314/028	M23	3.0	1.7
T O D	N5508.4	0001	...	20	033	383	M006	P02		
	E01232.5	0022	...	10	55	377	1	384	....	....
MONAK3C				174	013	.63	309/026	M17	3.0	1.7
NEKSO	N5513.9	0002	...	20	017		M004	P03		
NEKSO	E01239.0	0024	...	7	48	391		384	....	....
SWEDEN FIR										
-ESAA	N5516.6	0000	...							
	E01240.6	0024	...	2	46					
MONAK3C				143	013	.59	310/025	M10	3.0	1.7
CH643	N5521.8	0001	...	20	017		M010	P04		
CH643	E01243.5	0025	...	6	40	366		384	....	....
MONAK3C				117	013	.56	312/023	M05	3.0	1.7
CH636	N5528.4	0002	...	20	018		M010	P03		
CH636	E01247.2	0027	...	7	33	351		384	....	....
MONAK3C				098	017	.45	310/024	M03	3.0	1.7
CH630	N5533.4	0001	...	21	022		M010	P02		
CH630	E01250.1	0028	...	5	28	281		381	....	....
MONAK3C				079	036	.43	311/023	01	3.0	1.7
CH625	N5537.6	0001	...	22	041		M008	P02		
CH625	E01253.2	0029	...	5	23	274		381	....	....
MONAK3C				053	239	.41	314/021	05	3.0	1.8
ADOVI	N5543.2	0001	...	20	244		M002	P01		
ADOVI	E01301.9	0030	...	7	16	269		381	....	....
COPENHAGEN FIR										
-EKDK	N5540.7	0002	...							
	E01252.5	0032	...	5	11					
MONAK3C									2.8	1.9
KASTRUP	N5537.1	0004	...							
EKCH	E01239.4	0036	...	11						

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WIND INFORMATION

CLIMB

350 315/034 -58
310 308/031 -49
200 324/025 -23
150 310/020 -11
100 318/019 -02

T O C

250 311/026 -34
230 318/025 -30
210 325/026 -25
190 322/024 -21
170 313/021 -15

TOSPA

250 311/026 -34
230 318/025 -30
210 325/026 -25
190 322/024 -21
170 313/021 -15

AMICH

250 311/026 -34
230 319/025 -30
210 325/026 -25
190 322/024 -21
170 313/021 -15

PIBUL

250 311/026 -34
230 319/025 -30
210 326/026 -25
190 322/024 -21
170 313/020 -15

MEGAR

250 308/029 -34
230 309/026 -30
210 314/025 -26
190 315/024 -21
170 311/023 -16

GESKA

250 307/034 -34
230 307/030 -30
210 309/029 -26
190 309/029 -21
170 307/027 -16

MONAK

240 306/031 -32
220 308/029 -28
200 310/029 -23
180 309/029 -19
160 306/026 -14

CDA

240 306/031 -32
220 308/029 -28
200 310/029 -23
180 309/029 -19
160 306/026 -14

T O D

240 312/031 -33
220 314/029 -28
200 314/028 -23
180 310/027 -19
160 309/026 -14

DESCENT

350 313/053 -59
310 309/048 -49
200 314/028 -23
150 310/025 -12
100 312/022 -02



[ATC Flight Plan]

ICAO FLIGHT PLAN

FF EDWWZQZX EKDKZQZX ESAAZQZX

291031 CYULSBFP

(FPL-SEH420-IS

-A320/M-SDE3FGHIRWY/LB1

-EDDH1055

-N0388F210 LUGEG2G LUGEG P605 GESKA/N0383F200 Z711 MONAK MONAK3C

-EKCH0026 EKAH

-PBN/A1B1C1D101S1 DOF/250429 REG/N320SB EET/EKDK0014 ESAA0024

EKDK0032 OPR/SEH 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 SEH0420 EDDH/EKCH



[Runway Analysis]

TAKEOFF AND LANDING REPORT SEH 420 EDDH-EKCH 29APR25
TLR-1 SEQ-133144593 29APR25 1031Z
A/C N320SB A320-200 CFM56-5B4/P BEW/CG 43780/.....

/// TAKEOFF DATA ///

APT	PRWY	POAT	PWIND	PQNH	PMRTW	FLP	MT	V1	VR	V2	PTOW	MFPTW	LIMIT
EDDH	33	18.0	297M09	1026	7800	1	67	49	49	50	6444	6766	AFM

RMKS FLEX - SEL TEMP 67
BLEEDS ON

RWY	OAT	WIND	QNH	MRTW	FLP	V1	VR	V2	PWR	CONFIG/CONDITION
-----	-----	------	-----	------	-----	----	----	----	-----	------------------

RWY	ACARS	LENGTH	PMTOW	NOTES
05		10663	7800	ILS 110.50
15		10564	7800	ILS 109.55
23		10663	7800	ILS 111.30
33		12028	7800	

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
05	7800	67	FLEX - BLEEDS ON	1	149	149	150	AFM
15	7800	67	FLEX - BLEEDS ON	1	150	150	151	AFM
23	7800	67	FLEX - BLEEDS ON	1	150	150	151	AFM
33	7800	67	FLEX - BLEEDS ON	1	149	149	150	AFM

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
05	7800	64	FLEX - BLEEDS ON	1	148	149	150	AFM
15	7800	64	FLEX - BLEEDS ON	1	148	149	150	AFM
23	7800	64	FLEX - BLEEDS ON	1	149	149	150	AFM
33	7800	66	FLEX - BLEEDS ON	1	154	154	155	AFM

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
05	7800	66	FLEX - BLEEDS ON	1	142	147	148	AFM
15	7800	66	FLEX - BLEEDS ON	1	142	147	148	AFM
23	7800	66	FLEX - BLEEDS ON	1	143	147	148	AFM
33	7800	67	FLEX - BLEEDS ON	1	149	149	150	AFM

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
05	7800	63	FLEX - BLEEDS ON	1	142	147	148	AFM
15	7800	63	FLEX - BLEEDS ON	1	142	147	148	AFM
23	7800	63	FLEX - BLEEDS ON	1	143	147	148	AFM
33	7800	65	FLEX - BLEEDS ON	1	147	151	152	AFM

/// LANDING DATA ///

APT	PRWY	POAT	PWIND	PQNH	PMRLW	FLP	PLDW	LIMIT
EKCH	22R	16.0	286M12	1024	6600	FULL	6278	AFM

RMKS NONE



RWY OAT WIND QNH MRLW FLP VREF PWR CONFIG/CONDITION

----- ACARS RUNWAYS -----
RWY ACARS LENGTH PMRLW NOTES
04L 9843 6600 ILS 110.50
04R 10833 6600 ILS 109.30
12 7759 6600 ILS 109.90
22L 10833 6600 ILS 109.50
22R 9843 6600 ILS 110.90
30 6873 6600 ILS 108.90

----- FLAPS FULL - PACKS ON - NO ENROUTE ICING -----
DRY RWY / WET RWY

	04L	04R	12	22L
OAT	9843 FT	10833 FT	7759 FT	10833 FT
11	6600A/6600A	6600A/6600A	6600A/6600A	6600A/6600A
/ 16	6600A/6600A	6600A/6600A	6600A/6600A	6600A/6600A
21	6600A/6600A	6600A/6600A	6600A/6600A	6600A/6600A
HW/10KT	0/ 0	0/ 0	0/ 0	0/ 0
TW/10KT	0/ 0	0/ 0	0/ 0	0/ 0

	22R	30
OAT	9843 FT	6873 FT
11	6600A/6600A	6600A/6600A
/ 16	6600A/6600A	6600A/6600A
21	6600A/6600A	6600A/6600A
HW/10KT	0/ 0	0/ 0
TW/10KT	0/ 0	0/ 0

----- LANDING DISTANCE - FLAPS FULL - MAX MANUAL BRAKING -----
 ACTUAL FACTORED

LDW	VREF	DRY	WET	DRY	WET
6100	131	2720	3545	3757	4705
6200	132	2758	3594	3815	4777
/ 6300	133	2792	3638	3868	4841
6400	134	2826	3682	3921	4905
6500	135	2860	3727	3974	4970
HW/KT		-17	-21	-19	-25
TW/KT		50	66	78	95

END TAKEOFF AND LANDING REPORT SEH 420 EDDH-EKCH 29APR25

**[Airport WX List]**

EDDH --> EKCH SEH 420 / 29APR2025
LIDO/WEATHER SERVICE DATE : 29Apr2025 TIME : 10:31 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:

EDDH/HAM HAMBURG

SA 291020 AUTO 30009KT 260V350 9999 FEW024 18/11 Q1026 NOSIG
FT 290500 2906/3012 VRB03KT CAVOK
BECMG 2907/2909 31008KT
BECMG 2919/2921 VRB03KT
TEMPO 2923/3006 3000 BR
PROB30 TEMPO 3001/3005 0500 FG BKN001
BECMG 3006/3008 29005KT

Destination:

EKCH/CPH KASTRUP

SA 291020 AUTO 29012KT 260V320 9999 NCD 16/06 Q1024 NOSIG
FT 290806 2909/3009 30013KT CAVOK

Destination Alternates:

EKAH/AAR AARHUS

SA 291020 AUTO 28011KT 240V320 9999 NCD 17/03 Q1024
FT 290827 2909/3009 31012KT CAVOK
PROB40 3003/3007 2000 BR BKN003

AIRPORTLIST ENDED



[NOTAM]

LIDO-NOTAM-BULLETIN INCLUDES NOTAM, COMP NOTAM AND AIP-REGULATION
VALID: 2504291055 - 2504291523 STD(EOBT)+TRIP+ALTN+3HRS
SEH 420 /29APR OFP-NR: 1
ROUTE: EDDH - EKCH ALTN: EKAH
N0388F210 LUGEG2G LUGEG P605 GESKA/N0383F200 Z711 MONAK MONAK3C

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DEPARTURE AIRPORT - DETAILED INFO

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EDDH/HAM HAMBURG

+++++ AIRPORT +++++

A1975/25

OCA(H) VALUES RAISED AS FOLLOWS:

LOC RWY 05: ALL ACFT CATEGORIES 630(600)FT DUE TO HIGH CRANE AT
533505N 0095436E. ELEV 381FT, MARKED AND LIGHTED. OCA(H) VALUES
PUBLISHED IN A1562/25 **SUSPENDED** DURING VALIDITY OF THIS NOTAM.

A1978/25

HIGH CRANE IN DEP SECTOR **RWY 23** FOR ALL IFR DEP AT PSN 533505N
0095436E. ELEV 381FT/309FT AGL. DAY AND NIGHT MARKED.

A1900/25

CRANE 532853N 0094117E ELEV 158FT/155FT AGL JIB 55M NIGHT MARKED.

A1878/25

ICAO CHART, SHEET HAMBURG, FREQ TMZ HAMBURG TO READ 120.540
INSTEAD OF 119.510.

A1732/25

CRANE IN DEP SECTOR **RWY 15** FOR ALL IFR DEP.

PSN 533655N 0100040E. ELEV 126FT/99FT AGL. DAY AND NIGHT MARKED.

A1562/25

OCA(H) VALUES RAISED:

LOC RWY 05: ALL ACFT **CAT** 610(580)FT
DUE TO CRANE AT 533508N 0095436E. ELEV 358FT/286FT AGL.
MARKED AND LIGHTED. CRANE IN DEP SECT ALL IFR DEP **RWY 23**.

A1559/25

OCA(H) VALUES RAISED AS FOLLOWS:

LNAV **RWY 23** ACFT **CAT** A-D 510(460)FT.
LNAV/VNAV **RWY 23** ACFT **CAT** A 388(345)FT, B 397(354)FT, C
407(364)FT, D 417(374)FT.
LNAV/VNAV **RWY 05** ACFT **CAT** D 402(370)FT.
LNAV/VNAV **RWY 33** ACFT **CAT** A 440(405)FT, B 450(415)FT,
C 460(425)FT, D 470(435)FT.
DUE TO CRANE PSN 533852N 0100211E, ELEV 256FT.

A1503/25

MON-SAT 0600-1430

MOBILE CRANE IN DEP SECTOR **RWY 15** FOR ALL IFR DEP.

PSN 533709N 0100004E. MAX ELEV 189FT/132FT AGL.

DAY AND NIGHT MARKED. **CAUTION:** CLOSE-IN OBSTACLE.IFR APCH **RWY 33** NOT AFFECTED: CRANE RETRACTED.**A0734/25**

CONTAINER CRANE AT 533039N 0095612E, HAMBURG,
ELEV 416FT/391FT AGL. DAY AND NGT MARKED.



+++++ RUNWAY +++++

A1987/25

SEQUENCED FLASHING LIGHTS **RWY 23 U/S.**

+++++ SID +++++

A1905/25

PDG ALL IFR DEP **RWY 15** RAISED TO 4.4 PCT (268FT/NM) UNTIL PSG
300FT DUE TO MOBILE CRANE.

PSN 533658N 0100011E. 1345M BEYOND DER **RWY 15**, 310M SW OF EXTENDED
RCL. RADIUS 60M. MAX ELEV 204FT/178FT AGL. DAY AND NIGHT MARKED.
IFR APCH **RWY 33** NOT AFFECTED. CRANE WILL BE RETRACTED BLW OCS.

+++++ APPROACH PROCEDURES +++++

A1838/25

DME IHHW CH50X ASSOCIATED WITH **ILS 23 U/S.**

A1753/25

ILS APCH **RWY 23:**

OM AND MM STILL SVCBL AND ARE TO BE USED IN CASE OF FAILURE OF ALF
DME. MARKERS ARE NO LONGER SHOWN ON CHART.

DIST TO THR: OM 4.0NM, MM 0.5NM.

REF AIP AD 2 EDDH 4-2-3 DATED 20 MAR 2025.

A1020/25

RWY 23 LOC-DME ALSTER (ALF) COVERAGE UP TO 11NM FROM STATION
ON RCL, MNM RECEPTION ALT IN THIS AREA 3000FT AMSL.

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DESTINATION AIRPORT - DETAILED INFO

EKCH/CPH KASTRUP

+++++ AIRPORT +++++

A1177/25

DME P-RNAV PROCEDURES UNRELIABLE DUE TO **DME** STATION OUT OF
SERVICE.

A1176/25

DME KAS/KASTRUP 72X **U/S.**

**A1048/25**

COPENHAGEN AIRPORT IS A COORDINATED AIRPORT, AN ANI-AIRPORT (ADVANCED NETWORK INTEGRATED) IN ADDITION TO BEING A-CDM (AIRPORT - COLLABORATIVE DECISION MAKING). AN ANI AIRPORT IS AN AIRPORT THAT HAS FULLY ADOPTED THE AIRPORT-CDM CONCEPT BY PROVIDING THE FULL SET OF DPI MESSAGES (DEPARTURE PLANNING INFORMATION - P-DPI, E-DPI, T-DPI-T, T-DPI-S, A-DPI AND C-DPI) AND THAT ALSO PROVIDES API MESSAGES (ARRIVAL PLANNING INFORMATION) TO NMOC. A PERMANENT AND FULLY AUTOMATIC DATA EXCHANGE WITH THE NETWORK MANAGER OPERATIONS CENTER (NMOC) IS ESTABLISHED TO SHARE THESE DPI AND API MESSAGES.

THIS DATA TRANSFER WILL ENABLE HIGHLY ACCURATE EARLY PREDICTIONS OF LANDING AND DEPARTURE TIMES, ALLOWING THUS A MORE ACCURATE AND EFFICIENT CALCULATION OF SLOT ALLOCATION. THE BASIC NMOC PROCEDURES CONTINUE TO APPLY BUT NMOC WILL TAKE THE LOCAL TTOT INTO CONSIDERATION FOR CTOT CALCULATION AND WILL TRY TO ADJUST IT ACCORDINGLY.

IN SEQUENCED/NOMINAL MODE, UPDATING THE TOBT AND THEREFORE EOBT ACCORDING TO TOBT IS ENTIRELY BENEFICIAL FOR AIRLINES WHICH BENEFIT FROM A MORE OPTIMISED CALCULATION OF THE CTOT.

DPI AND API MESSAGES INCLUDE TOBT, TSAT, TTOT AS WELL AS INFORMATION ON THE ARRIVAL OR DEPARTURE FLIGHTS AND AIRPORT RESOURCES.

WITH THE INTRODUCTION OF P-DPI AND G-API MESSAGES EXCHANGED WITH NM SYSTEMS, THOSE MESSAGES MAY IMPACT THE ATFM NETWORK EARLIER THAN THE START OF A-CDM (EOBT-3H) AND UP TO 48 HOURS BEFORE EOBT, AND THESE DATA MAY BE USED FOR AIR TRAFFIC FLOW MANAGEMENT (ATFM) PURPOSES.

A0824/25

REF AIP AD 2 EKCH, CHAPTER 20, DOCKING GUIDANCE SYSTEM. STAND NUMBER A4, A6 AND A8 SHALL READ APRONVISION INSTEAD OF APIS++.

STAND NUMBER A18, A19 AND A20 SHALL READ APIS++ INSTEAD OF APRONVISION.

STAND NUMBER E70 AND W1 SHALL READ MARSHALLER INSTEAD OF APIS++ AND CENTRELINE/STOP MARKING RESPECTIVELY.

A0745/25

TEMPO OBST CRANE ERECTED AT POS 553735N0123447E, MAX ELEV. 194FT AMSL. RED LIGHT MARKINGS.

A0521/25

CORRECT PSN, MSL AND LGT FOR BUILDING - ATC TOWER, ARE RESPECTIVELY 55 36 42.42N 012 39 27.31E, 253 FT AND DAY: LIM FLG W AND NIGHT: LIM FLG R.

REF AIP EKCH AD 2 SECTION 10 (AERODROME OBSTACLES).

+++++ RUNWAY +++++

A0983/25

REF AIP AD 2 EKCH, CHAPTER 13 (DECLARED DISTANCES), AOC-A 04L AND VFG ADC. VALUES FOR THE FOLLOWING RWY INTERSECTIONS AND LDA CONCERNING RWY 04L SHALL READ: LDA 3001 M. TWY A10 TORA 3001 M AND TWY A10 TODA 3001 M.

A0982/25

REF AIP AD 2 EKCH, CHAPTER 13 (DECLARED DISTANCES), AOC-A 22R AND VFG ADC. VALUES FOR THE FOLLOWING RWY INTERSECTIONS AND LDA CONCERNING RWY 22R SHALL READ: LDA 3001 M. TWY A3 TORA 3362 M, TWY A3 TODA 3362 M AND TWY A3 ASDA 3362 M.

**A0981/25**

REF AIP AD 2 EKCH, CHAPTER 13 (DECLARED DISTANCES), AOC-A 12 AND VFG ADC. VALUES FOR THE FOLLOWING **RWY** INTERSECTIONS CONCERNING **RWY 12** SHALL READ: **TWY K3** TORA 2481 M, **TWY K3** TODA 2481 M, **TWY K3** ASDA, 2481 M. **TWY D** TORA 1798 M, **TWY D** TODA 1798 M AND **TWY D** ASDA 1798 M.

A0625/25

REF AIP AD 2 - EKCH, SUBSECTION 14 (APPROACH AND **RUNWAY** LIGHTING) : **RWY 04R** PAPI CONFIGURATION DO NOT MEET REQUIRED MINIMUM WHEEL CLEARANCE FOR ALL TYPES OF AIRBUS A-350.
GP (ILS) **AVBL**.

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DESTINATION ALTERNATE AIRPORT(S)

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EKAH/AAR AARHUS

+++++ AIRPORT ++++++

B0422/25

TRIGGER NOTAM -
PERM AIP DENMARK AND VFG DENMARK AIRAC AMDT 04/25 WEF 17 APR 2025:
NEW TEXT ADDED REGARDING GLIDING.
NEW CHART GLIDER AREA IN TMA ADDED.

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EXTENDED AREA AROUND DEPARTURE

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EDWW BREMEN FIR

+++++ FIR/UIR ++++++

B0213/25

BREMAN ACC SECTOR FRIESLAND FREQUENCY 124.800MHZ TEMPORARY LIMITED RADIO COVERAGE IN SOME AREAS. IF NO CONTACT USE 120.225MHZ.

B0138/25

TRIGGER NOTAM - PERM AIRAC AIP AMDT 04/25 EFF DATE 17 APR 2025.
CHANGES TO CTA, UTA AND THEIR SECTOR INFORMATION.

B0196/25

SECURITY -HAZARDOUS SITUATION IN SYRIA
CIVIL GERMAN AIR OPERATORS ARE PROHIBITED TO ENTER
FIR DASMACHUS(OSTT).
POTENTIAL RISK FROM STATE OF WAR.
FURTHER INFORMATION: WEBSITE OF THE FEDERAL MINISTRY FOR DIGITAL AND TRANSPORT OF GERMANY (WWW.BMDV.BUND.DE/KRISENMANAGEMENT).
EXCLUDED FROM THIS PROHIBITION IS A CORRIDOR OF 15NM EAST/WEST OF AIRWAY P975 AT AND ABOVE FL320, WHERE CIVIL GERMAN AIR OPERATORS ARE RECOMMENDED NOT TO ENTER FIR DAMASCUS (OSTT).
THIS NOTAM OVERRULES THE RECOMMENDATION PROVIDED IN CURRENTLY APPLICABLE AIC.

**B0124/25**

BREMEN FIR (EDWW), LANGEN FIR (EDGG) AND MUENCHEN FIR (EDMM)
LATERAL LIMITS CHANGED:

BREMEN FIR (EDWW):

550000N 0063000E - 550000N 0080000E - 550400N 0082000E -
550409N 0082331E - ALONG THE GERMAN-DANISH-BORDER TO
544554N 0100313E - 544435N 0101000E - 544200N 0102000E -
543930N 0103000E - 543920N 0104000E - 543910N 0105000E -
543840N 0110000E - 543610N 0111000E - 543315N 0112000E -
543000N 0113000E - 542750N 0114000E - 542645N 0115000E -
542700N 0120000E - 545500N 0125100E - 545500N 0142127E -
540738N 0141517E - 540734N 0141205E - 535916N 0141432E -
535540N 0141334E - ALONG THE GERMAN-POLISH BORDER TO
514154N 0144245E - 513030N 0134500E - 513030N 0130600E -
513730N 0123825E - 515235N 0121206E - 515424N 0120000E -
515028N 0111230E - 513400N 0104200E - 512002N 0102315E -
512001N 0100334E - 512000N 0095610E - 512000N 0093500E -
512000N 0093102E - 512000N 0091000E - 512000N 0085428E -
512502N 0085351E - 514000N 0085200E - 515255N 0085200E -
515400N 0085200E - 520539N 0084545E - 520800N 0084429E -
520749N 0083510E - 520700N 0080000E - 522211N 0080000E -
522138N 0073640E - 522112N 0071938E - 522053N 0070820E -
522045N 0070355E - ALONG THE GERMAN-DUTCH-BORDER TO
534000N 0063000E - 550000N 0063000E.

LANGEN FIR (EDGG) :

522045N 0070355E - 522053N 0070820E - 522112N 0071938E -
522138N 0073640E - 522211N 0080000E - 520700N 0080000E -
520749N 0083510E - 520800N 0084429E - 520539N 0084545E -
515400N 0085200E - 515255N 0085200E - 514000N 0085200E -
512502N 0085351E - 512000N 0085428E - 512000N 0091000E -
512000N 0093102E - 512000N 0093500E - 512000N 0095610E -
512001N 0100334E - 512002N 0102315E - 512000N 0102934E -
503927N 0104210E - 501150N 0101650E - 492630N 0105800E -
491043N 0103516E - 490640N 0102845E - 485655N 0100549E -
484838N 0094635E - 483717N 0093728E - 483140N 0093300E -
474800N 0093300E - 474730N 0091400E - 474700N 0085200E -
475300N 0085100E - 473400N 0074100E ALONG THE GERMAN-SWISS,
GERMAN-FRENCH, GERMAN-LUXEMBOURG, GERMAN-BELGIAN AND
GERMAN-DUTCH BORDER TO 522045N 0070355E.

MUENCHEN FIR (EDMM):

473930N 0091400E - 474730N 0091400E - 474800N 0093300E -
483140N 0093300E - 483717N 0093728E - 484838N 0094635E -
485655N 0100549E - 490640N 0102845E - 491043N 0103516E -
492630N 0105800E - 501150N 0101650E - 503927N 0104210E -
512000N 0102934E - 512002N 0102315E - 513400N 0104200E -
515028N 0111230E - 515424N 0120000E - 515235N 0121206E -
513730N 0123825E - 513030N 0130600E - 513030N 0134500E -
514154N 0144245E - ALONG THE GERMAN-POLISH, GERMAN-CZECH,
GERMAN-AUSTRIAN AND UND GERMAN-SWISS BORDER TO
473930N 0091400E.

B0144/25

GPS UNRELIABLE AND POSSIBLY **NOT AVBL** IN EASTERN PART OF BREMEN
FIR.

B0126/25

MILITARY INVASION OF UKRAINE BY RUSSIAN FEDERATION.
REROUTINGS, EXTENDED ROUTE PORTIONS BELOW FL245 AND DELAY MAY BE
EXPECTED WITHIN LOWER AND UPPER GERMAN AIRSPACE DUE TO AIRSPACE
RESTRICTIONS FOR THE EXECUTION OF MILITARY MISSIONS.
IT IS RECOMMENDED TO CONSIDER THE USE OF EXTRA-FUEL.

**B0098/25**

KARLSRUHE UAC USES THE EUROCONTROL LOGON LIST TO STABILIZE CPDLC PERFORMANCE. ALL LOGON LISTED ACFT SHALL LOG ON TO KARLSRUHE UAC. DATA LINK ADDRESS OF KARLSRUHE UAC IS EDUU. NOT LOGON LISTED ACFT SHALL NOT TRY TO LOGON TO EDUU. LOGON FORWARDING FOR NOT LOGON LISTED ACFT WILL NOT BE PERFORMED. ALL OPERATORS ARE INVITED TO APPLY FOR LOGON LIST ENTRY VIA THE PUBLISHED EUROCONTROL PROCESS (AIP GERMANY PAGES GEN 3.4-71 THRU GEN 3.4-76 REFER).

B0076/25

NO APP BY BREMEN ACC FOR OAT ARR AND DEP WO PPR TO/FM SCHLESWIG (ETNS), NORDHOLZ (ETMN) AND HOHN (ETNH) WHEN CORRESPONDING MIL APP IS NOT ACT. PPR CAN BE RECEIVED ON DAY BFR FLT FM LCA
MIL ATC.

B0075/25

SECURITY - HAZARDOUS SITUATION IN LEBANON
CIVIL GERMAN AIR OPERATORS ARE ADVISED TO TAKE POTENTIAL RISK INTO ACCOUNT IN THEIR RISK ASSESSMENT AND ROUTING DECISIONS WITHIN FIR BEIRUT (OLBB).
POTENTIAL RISK FROM ANTI-AVIATION WEAPONRY, MILITARY OPERATIONS AND ARMED CONFLICTS.

+++++ WAYPOINT +++++

B0137/25

TRIGGER NOTAM - PERM AIRAC AIP AMDT 04/25 EFF DATE 17 APR 2025.
CHANGES TO LIST OF RADIO NAVIGATION AIDS BY IDENTIFICATION.

B0140/25

TRIGGER NOTAM - PERM AIRAC AIP AMDT 04/25 WEF 17 APR 2025. CHANGES TO RADIO NAVIGATION AIDS - EN-ROUTE.

B0141/25

TRIGGER NOTAM - PERM AIRAC AIP AMDT 04/25 WEF 17 APR 2025. CHANGES TO NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS.

B0199/25

TRENT DME TRT CH21Y/108.45MHZ **OUT OF SERVICE**.

+++++ RESTRICTED AIRSPACE +++++

B0193/25

RESTRICTED AREA EDR71 KLIETZ DEACTIVATED.
F) GND G) 16600FT AMSL

+++++ ROUTE +++++

B0139/25

TRIGGER NOTAM - PERM AIRAC AIP AMDT 04/25 EFF DATE 17 APR 2025.
CHANGES TO AREA NAVIGATION ROUTES.

**B0113/25**

AMD TRACKS AND DISTANCES ON RNAV-ROUTES L980, M105, M170, N873, Q234, Y850, Z529 AND Z851:

L980 OSN - JUWGI TRACK 266.7 / 086.2, DISTANCE 19.5 NM,

L980 JUWGI - EHZOF TRACK 266.2 / 086.2, DISTANCE 3.2 NM,

M105 PABCO - COFCA TRACK 071.8 / -, DISTANCE 6.8 NM,

M105 COFCA - SUQIF TRACK 072.0 / -, DISTANCE 9.2 NM,

M170 HMM - DOMJO TRACK 045.8 / 226.0, DISTANCE 15.0 NM,

M170 DOMJO - OSN TRACK 046.1 / 226.3, DISTANCE 14.7 NM,

N873 JUIST - ZUFFA TRACK 040.3 / -, DISTANCE 14.5 NM,

N873 ZUFFA - HUNQI TRACK 040.5 / -, DISTANCE 9.2 NM,

Q234 SUVOX - JUWGI TRACK 060.0 / 242.5,

Q234 JUWGI - EXPUH TRACK 065.7 / -, DISTANCE 27.0 NM,

Y850 EVDAL - JUWGI TRACK 045.6 / -, DISTANCE 7.0 NM,

Y850 JUWGI - FUWUG TRACK 046.3 / -,

Z529 HMM - JUWGI TRACK 005.5 / 185.6, DISTANCE 19.5 NM,

Z529 JUWGI - RORUS TRACK 005.6 / 185.6, DISTANCE 10.1 NM,

Z851 ELTUK - DOMJO TRACK 074.9 / -, DISTANCE 5.0 NM,

Z851 DOMJO - OSDIK TRACK 075.0 / -, DISTANCE 10.8 NM,

Z851 OPCUT - ROBEG TRACK 075.6 / -, DISTANCE 12.2 NM.

CHANGES ARE PERMANENT AND WILL BE INCORPORATED IN AIP WITH AIRAC AMDT 07/25.

REF AIP ENR 3.2-L-14, -M-1, -M-3, -N-9, -Q-2, -Q-3, -Y-14, -Z-21, -Z-31 ALL EFFECTIVE 20 MAR 2025.

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EXTENDED AREA AROUND DESTINATION

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EKDK COPENHAGEN FIR

+++++ FIR/UIR ++++++

C1069/25

OBST LIGHTS NORDSEE 14-30 550748N0065123E U/S

C0995/25

OBST LIGHTS HOVE 554300N0121415E U/S

C0387/25

TRIGGER NOTAM - PERM AIP DENMARK AND

VFG DENMARK AIRAC AMDT 04/25 WEF 17 APR 2025:

REF GEN 0.5:

COORDINATES CHANGED FOR GLIDER AREAS IN COPENHAGEN AREA.

NEW GROUP OF WIND TURBINES WITH OBST DESIGNATION

VESTHIMMERLAND, BJOERNSTRUP.

REF ENR 5.4:

NEW GROUP OF WIND TURBINES WITH

OBST DESIGNATION VESTHIMMERLAND, BJOERNSTRUP.

B0421/25

TRIGGER NOTAM -

PERM AIP DENMARK AIRAC AMDT 04/25 WEF 17 APR 2025:

REF ENR 5.5:

NEW GLIDER AREA AARHUS WEST WITHIN AARHUS TMA/CTR ADDED.

LATERAL LIMITS CHANGED FOR DESIGNATOR S4, S5,

S4 SUBDIVISION NORTH EAST NE, S4 SUBDIVISION SOUTH EAST SE,

N4 SUBDIVISION EAST E, N4 SUBDIVISION WEST W,

N5 SUBDIVISION EAST E AND N5 SUBDIVISION WEST W.

**A0587/25**

TRIGGER NOTAM - AIP SUP 09/25 AND VFG SUP 08/25 -
WEF 17 APR 2025 UNTIL IMPLEMENTATION IN AIP WITH
AIRAC 15 MAY 2025.
CHANGES TO AIP DENMARK WITH APPLICABILITY ON 01 MAY 2025
DUE TO NEW EU REGULATIONS

C0967/25

OBST LIGHTS HADSTEN 561814N0095835E **U/S**.

C0670/25

OBST LIGHTS VARDE 554005N0082155E **U/S**

+++++ RESTRICTED AIRSPACE +++++

A1171/25 VALID: 29-APR-25 1145 - 29-APR-25 1315

TEMPORARY **DANGER** AREA EKD646 RAMSTEIN **ACTIVATED**.
REF AIP SUP 18/25 AND VFG SUP 17/25 PUBLISHED 24 APR 2025. LATERAL
LIMITS:
570000N0050531E - 570000N0071000E - 560216N0070955E -
560221N0050522E - 570000N0050531E.
ENTRY INTO THE AREA SHOULD BE AVOIDED.
RELEVANT ATS UNIT REF AIP DENMARK ENR 5.1 ITEM 3:
ACC KOEBENHAVN.
MIL NOTAM ISSUED BY NAOC.
F) FL055 G) FL530

C1013/25

TEMPORARY RESTRICTED AREA EKR503 BRAVE LION EAST **ACTIVATED**.
REF AIP AND VFG SUP 03/23 PUBLISHED 14 FEB 2023.
LATERAL LIMITS:
554613N0082200E - 553655N0082200E - 553441N0081832E -
554613N0081545E - 554613N0082200E.
NO TRAFFIC PERMITTED IN THE AREAS WITHOUT PRIOR PERMISSION
FROM ATC.
RELEVANT ATS UNIT REF AIP DENMARK ENR 5.1 ITEM 3:
APP BILLUND AND ACC KOEBENHAVN.
MIL NOTAM ISSUED BY NAOC.
F) SFC G) 2500FT AMSL

C1014/25

TEMPORARY RESTRICTED AREA EKR502 BRAVE LION NORTH **ACTIVATED**.
REF AIP AND VFG SUP 03/23 PUBLISHED 14 FEB 2023.
LATERAL LIMITS:
555200N0082200E - 554613N0082200E - 554613N0081105E -
554128N0080400E - 555200N0080400E - 555200N0082200E.
NO TRAFFIC PERMITTED IN THE AREAS WITHOUT PRIOR PERMISSION
FROM ATC.
RELEVANT ATS UNIT REF AIP DENMARK ENR 5.1 ITEM 3:
APP BILLUND AND ACC KOEBENHAVN.
MIL NOTAM ISSUED BY NAOC.
F) SFC G) 2500FT AMSL

C1015/25

TEMPORARY RESTRICTED AREA EKR504 BRAVE LION SOUTH **ACTIVATED**.
REF AIP AND VFG SUP 03/23 PUBLISHED 14 FEB 2023.
LATERAL LIMITS:
553348N0081845E - 553129N0081527E - 553044N0080346E
553218N0075925E - 553348N0081845E.
NO TRAFFIC PERMITTED IN THE AREAS WITHOUT PRIOR PERMISSION
FROM ATC.
RELEVANT ATS UNIT REF AIP DENMARK ENR 5.1 ITEM 3:
APP BILLUND AND ACC KOEBENHAVN.
MIL NOTAM ISSUED BY NAOC.
F) SFC G) 1500FT AMSL

**C1083/25**RESTRICTED AREA EKR18 JAEGERSPRIS **ACTIVATED**

F) SFC G) 1700FT AMSL

B1015/25RESTRICTED AREA EKR11 SJAELLANDS ODDE VEST **ACTIVATED**

F) SFC G) 6500FT AMSL

A1179/25RESTRICTED AREA EKR19 MULTEX **ACTIVATED**

F) SFC G) 25000FT AMSL

C1087/25RESTRICTED AREA EKR48 TRANUM SYD **ACTIVATED**

F) SFC G) 700FT AMSL

B1018/25RESTRICTED AREA EKR80 KALLESMAERSK OEST **ACTIVATED**

F) SFC G) 9900FT AMSL

C1092/25RESTRICTED AREA EKR34 BORDRUP **ACTIVATED**

F) SFC G) 3300FT AMSL

C1091/25RESTRICTED AREA EKR35 HENNE **ACTIVATED**

F) SFC G) 3300FT AMSL

C1090/25RESTRICTED AREA EKR39 BORRIS SOENDERLAND **ACTIVATED**

F) SFC G) 3500FT AMSL

C1089/25RESTRICTED AREA EKR45 HEVRING **ACTIVATED**

F) SFC G) 1700FT AMSL

C1088/25RESTRICTED AREA EKR47 TRANUM NORD **ACTIVATED**

F) SFC G) 700FT AMSL

A1154/25

TRIGGER NOTAM - AIP SUP 18/25 AND VFG SUP 17/25 -

WEF 28 APR 2025 EXPECTED UNTIL 02 MAY 2025.

TEMPORARY **DANGER** AREA EKD646 RAMSTEIN.

F) FL055 G) FL530

C0916/25

TRIGGER NOTAM - AIP SUP 15/25 AND VFG SUP 14/25 -

WEF 14 APR 2025 EXPECTED UNTIL 01 MAY 2025.

TEMPORARY RESTRICTED AREA EKR645 DRONETEST.

F) SFC G) 3500FT AMSL

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EXTENDED AREA AROUND DESTINATION ALTERNATE AIRPORT(S)

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EKDK COPENHAGEN FIR

Please see section EXTENDED AREA AROUND DESTINATION

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AREA ENROUTE DEPARTURE - DESTINATION

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EKDK COPENHAGEN FIR

Please see section EXTENDED AREA AROUND DESTINATION



ESAA

SWEDEN FIR/UIR

+++++ FIR/UIR +++++

A0429/25

GNSS AREA-WIDE OPERATIONS AFFECTED. JAMMING AND SPOOFING MAY OCCUR. GPS UNRELIABLE AND MAY NOT BE **AVBL** IN SOUTHEASTERN PART OF SWEDEN FIR. REF ES AIC A10/2024.

A0295/25

AIRAC EFFECTIVE DATE 17 APR 2025 NIL.

+++++ RESTRICTED AIRSPACE +++++

A0360/25

TRIGGER NOTAM - AIP SUP 77/25 WEF 28 APR 2025.
TEMPORARY RESTRICTED AREAS AT VASTKUSTEN ESTABLISHED.
F) SFC G) 2000FT AMSL

A0366/25

TRIGGER NOTAM - AIP SUP 83/25 WEF 23 APR 2025. MILITARY EXERCISE BF025.
F) SFC G) 4500FT AMSL

A0070/25

TEMPORARY RESTRICTED AREA ESR644 MALMO CITY MITT IS ESTABLISHED FOR PUBLIC ORDER AND SAFETY. A CIRCLE WITH RADIUS 3 NM CENTERED ON 553458N 0130041E.
AFTER CLEARANCE FROM MALMO ACC THE FOLLOWING TFC ON MISSION IS EXEMPTED: POLICE (UAS AND HELICOPTER), SWEDISH ARMED FORCES AND AMBULANCE.
F) 400FT AMSL G) 1200FT AMSL

**[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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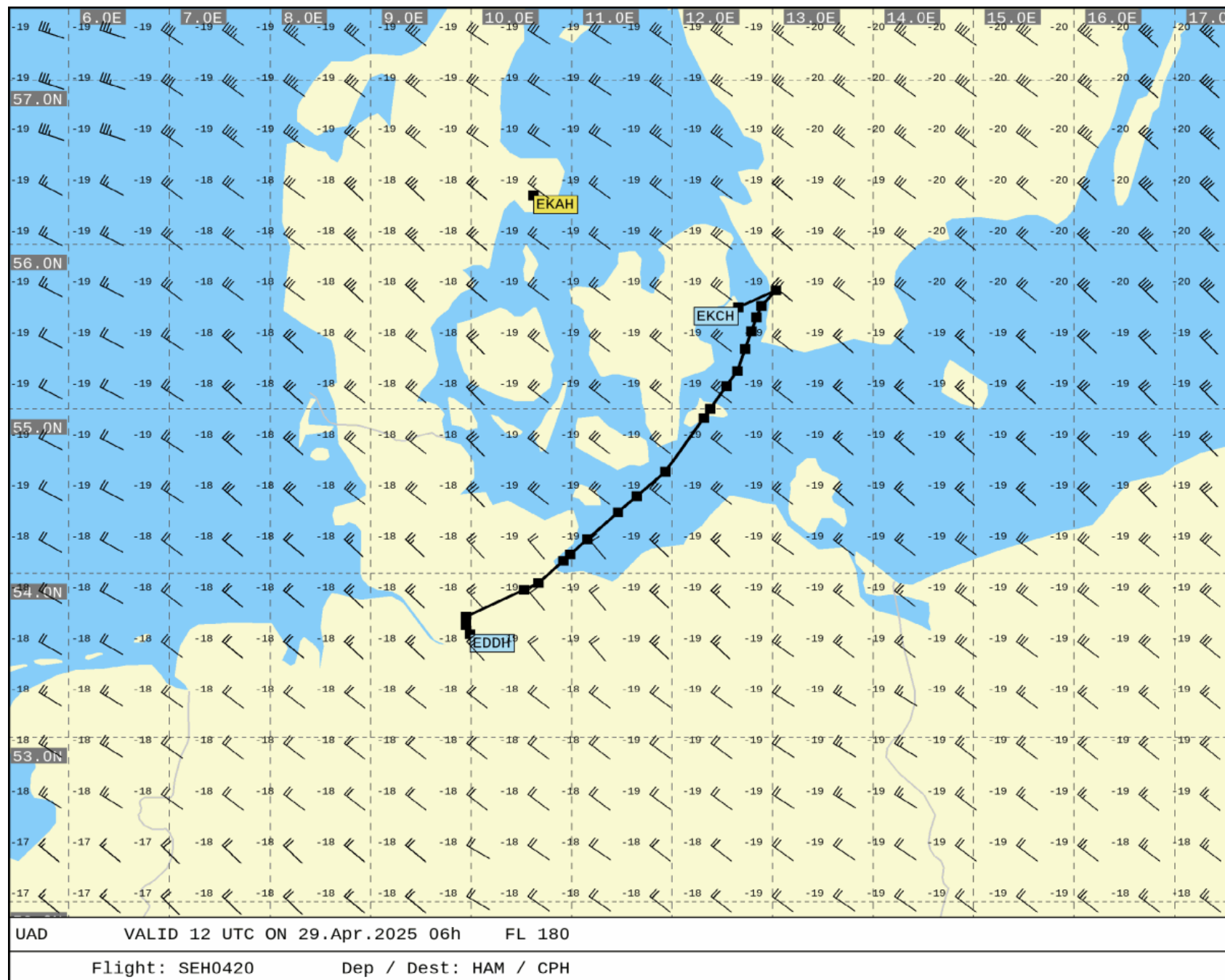
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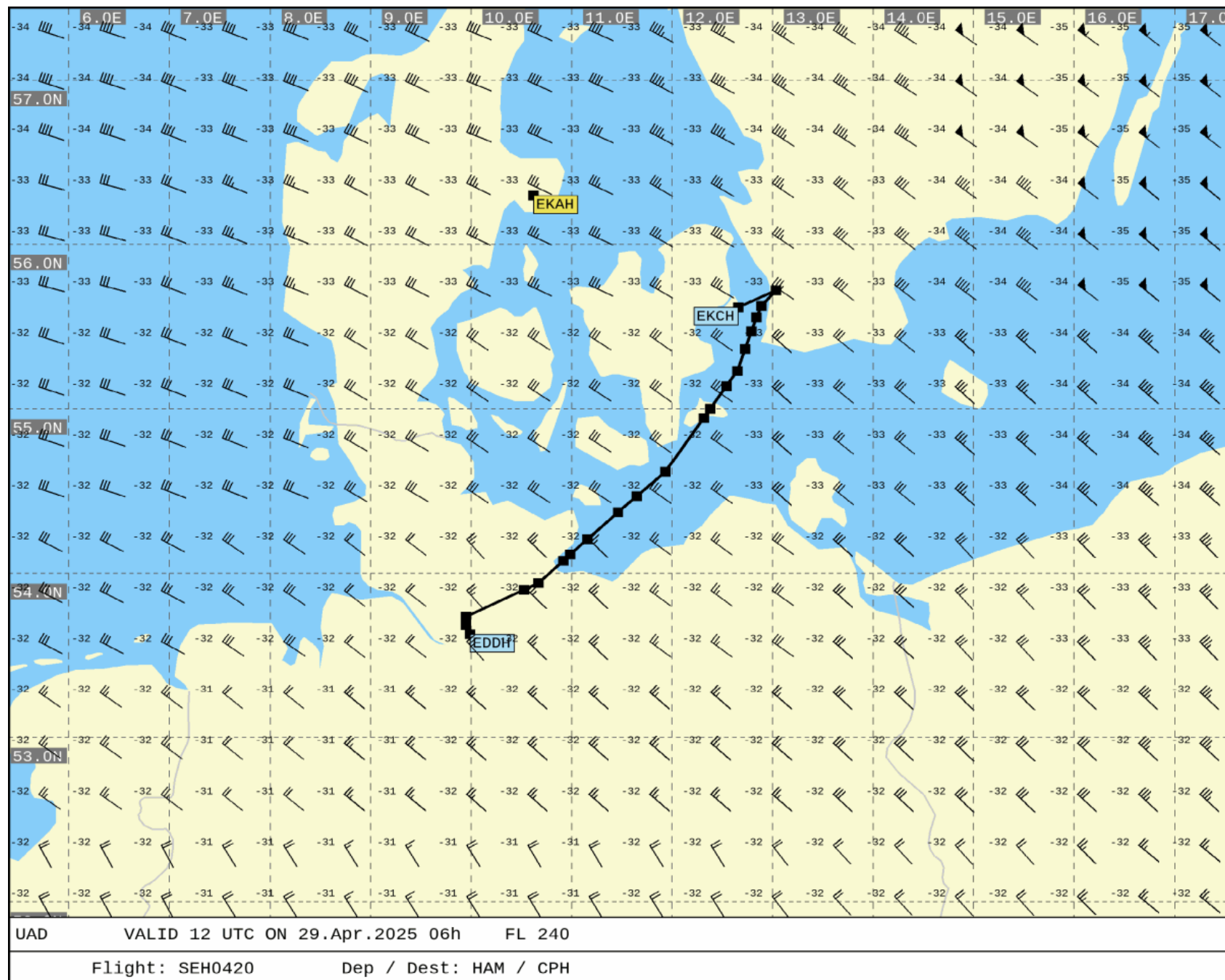
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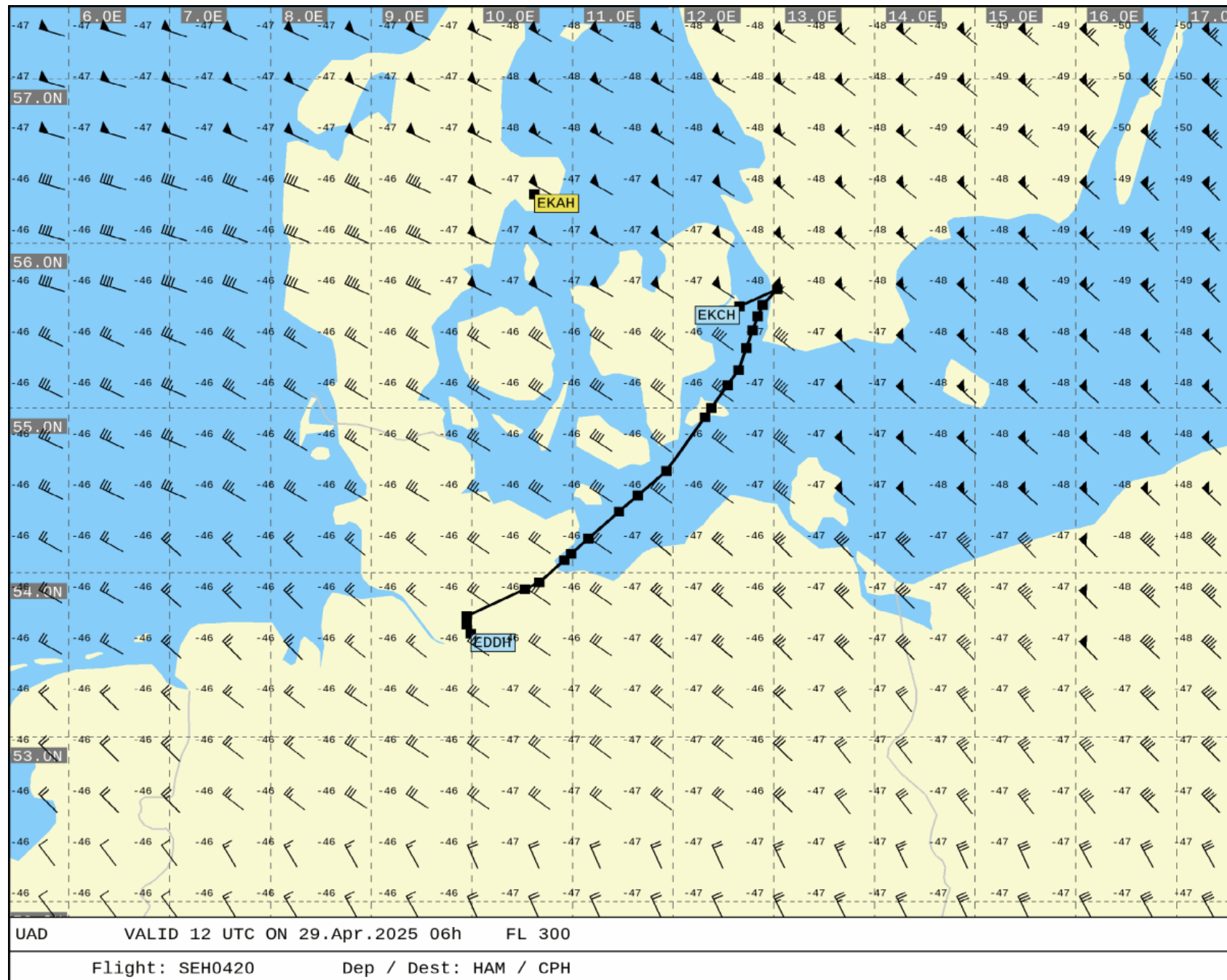


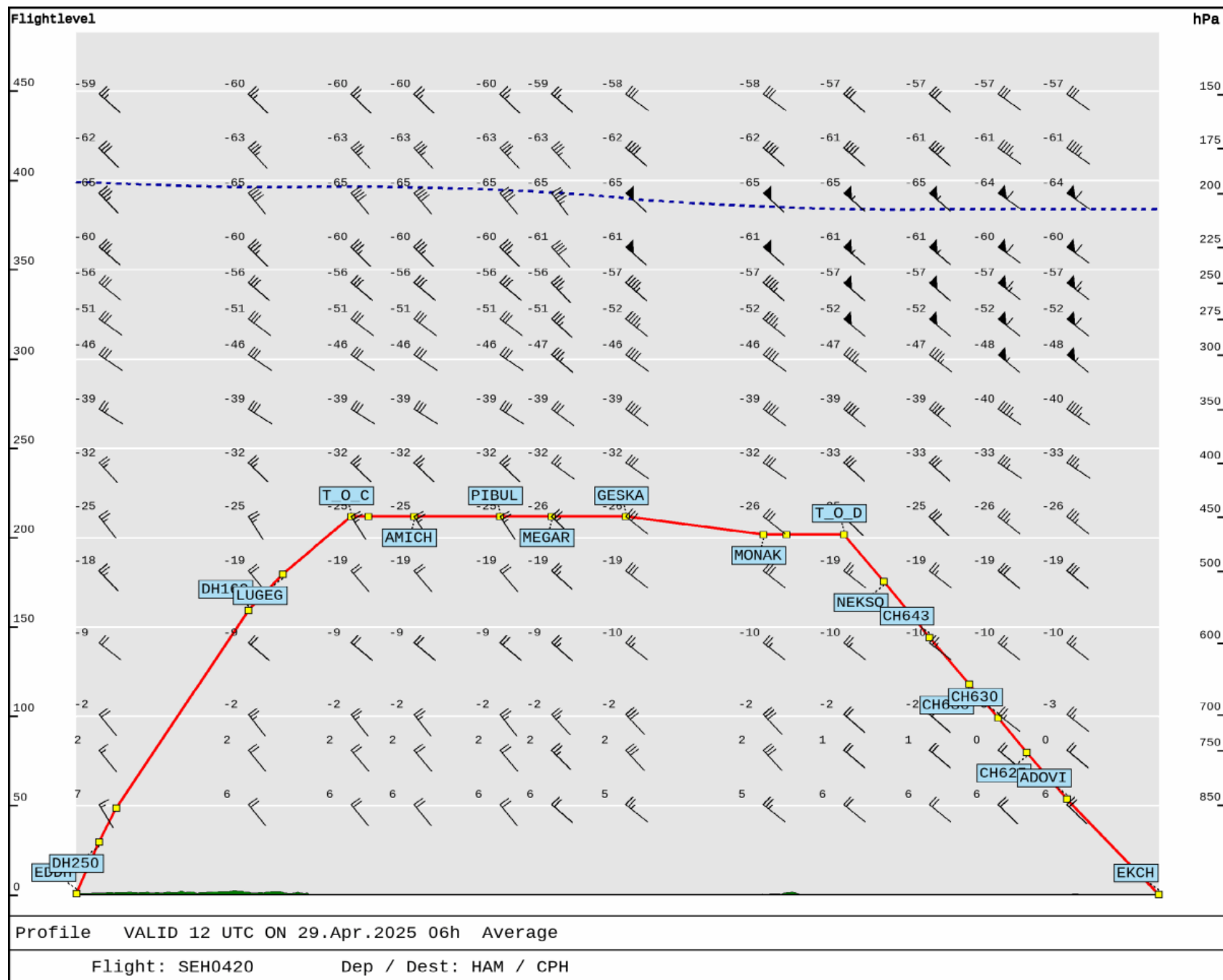






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