

[OFF]

 EZY0123 10FEB2024 EDDM-EDDF A20N DAFBW RELEASE 1410 10FEB24
 OFF 1 MUNICH-FRANKFURT/MAIN
 WX PROG 1015 1018 OBS 1006 1006

ATC C/S EZY123 EDDM/MUC EDDF/FRA CRZ SYS CI 10
 10FEB2024 DAFBW 1440/1500 1545/1553 GND DIST 232
 FBW A32NX / LEAP-1A26 STA 1550 AIR DIST 232
 CTOT:.... G/C DIST 161

MAXIMUM TOW 79000 LAW 67400 ZFW 64300 AVG WIND 209/021
 ESTIMATED TOW 64997 LAW 63380 ZFW 60596 AVG W/C M001
 AVG ISA P001
 AVG FF KGS/HR 2144
 FUEL BIAS P00.0
 TKOF ALTN

ALTN EDDM
 FL STEPS EDDM/0240/

 DISP RMKS NIL

 PLANNED FUEL

| FUEL | ARPT | FUEL | TIME |
|----------------------|------|-------|------|
| TRIP | FRA | 1617 | 0045 |
| CONT 15 MIN | | 536 | 0015 |
| ALTN | MUC | 1362 | 0038 |
| FINRES | | 886 | 0030 |
| MINIMUM T/OFF FUEL | | 4401 | 0208 |
| EXTRA | | 0 | 0000 |
| T/OFF FUEL | | 4401 | 0208 |
| TAXI | MUC | 230 | 0020 |
| BLOCK FUEL | MUC | 4631 | |
| PIC EXTRA |  | ..... |  |
| TOTAL FUEL |  | ..... |  |
| REASON FOR PIC EXTRA |  | ..... |  |

 FMC INFO:
 FINRES+ALTN 2248
 TRIP+TAXI 1847

 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: JOANN MERCADO PIC NAME: ALBARN, VALASTIRI

TEL: +1 800 555 0199 PIC SIGNATURE:



| | | | | | | | | | | | |
|---------------------|-----|-----|-----|-------|-----|--------|------|------|------|------|------|
| ALTERNATE ROUTE TO: | | | | | | FINRES | 886 | | | | |
| APT | TRK | DST | VIA | | | FL | WC | TIME | FUEL | | |
| ----- | | | | | | | | | | | |
| EDDM/08L | 127 | 183 | DCT | CINDY | Z74 | HAREM | T104 | 230 | M005 | 0038 | 1362 |
| ROKIL ROKIL1A | | | | | | | | | | | |
| ----- | | | | | | | | | | | |

MEL/CDL ITEMS DESCRIPTION

ROUTING:

ROUTE ID: DEF RTE
EDDM/08L GIVMI6Q GIVMI Y101 ERNAS T161 DEBHI DEBHI1C EDDF/07L

DEPARTURE ATC CLEARANCE:

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OPERATIONAL IMPACTS

| | | | | | | | | | |
|---------------|----|-----|------|---|------|-----|------|---|------|
| WEIGHT CHANGE | UP | 1.0 | TRIP | P | 0009 | KGS | TIME | M | 0000 |
| WEIGHT CHANGE | DN | 1.0 | TRIP | M | 0016 | KGS | TIME | M | 0000 |
| FL CHANGE | UP | FL1 | TRIP | P | 0001 | KGS | TIME | M | 0000 |
| FL CHANGE | DN | FL1 | TRIP | P | 0004 | KGS | TIME | P | 0000 |
| FL CHANGE | DN | FL2 | TRIP | P | 0007 | KGS | TIME | P | 0001 |
| SPD CHANGE | CI | 0 | TRIP | M | 0029 | KGS | TIME | P | 0001 |
| SPD CHANGE | CI | 50 | TRIP | P | 0065 | KGS | TIME | M | 0001 |



ATIS:

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RVSM: ALT SYS LEFT: STBY: RIGHT:

TIMES

| | ESTIMATED | SKED | ACTUAL |
|------------|-------------|-------------|--------|
| OUT | 1440Z/1540L | 1440Z/1540L |Z |
| OFF | 1500Z/1600L | 1500Z/1600L |Z |
| ON | 1545Z/1645L | 1542Z/1642L |Z |
| IN | 1553Z/1653L | 1550Z/1650L |Z |
| BLOCK TIME | 0113 | 0110 | ..... |

WEIGHTS

| | EST | MAX | ACTUAL | |
|-----------|------|------|----------|----------------|
| PAX | 174 |  | ..... |  |
| CARGO | 3.5 |  | ..... |  |
| PAYLOAD | 18.1 |  | ..... |  |
| ZFW | 60.6 | 64.3 | ..... |  |
| FUEL | 4.6 | 8.7 | ..... | POSS EXTRA 4.0 |
| TOW | 65.0 | 69.0 | LDG..... | |
| STAB TRIM |  |  | ..... |  |
| LAW | 63.4 | 67.4 | ..... |  |

TERRAIN CLEARANCE CHECK

DD CHECK - TERRAIN CLEARANCE CHECK DISABLED

DP CHECK - TERRAIN CLEARANCE CHECK DISABLED

FLIGHT LOG

MOST CRITICAL MORA 04200 FEET AT GOLMO//MXSHR 03 AT BOWEK

| 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 |
|----------------------------------|---------------------|-------------|------------|-------------------|--------------------|-----------------|---------------------|------------------------|--------------|--------------|
| MUNICH EDDM | N4821.2 E01147.2 | 0000 | ... | 37 | 066 068 232 | 267 | M001 | | 4.4 | 0.2 |
| GIVMI6Q DM070 DM070 | N4822.1 E01150.6 | 0002 | ... | 044 37 3 | 013 017 229 | .41 267 | 153/012 M001 | 08 P02 376 | 4.2 | 0.4 |
| GIVMI6Q DM073 DM073 | N4825.1 E01152.0 | 0000 | ... | 046 38 3 | 306 310 226 | .41 276 | 152/012 P008 | 07 P01 376 | 4.2 | 0.4 |
| GIVMI6Q MIKE MIQ 426 | N4834.2 E01135.9 | 0002 | ... | 129 38 14 | 307 310 212 | .57 372 | 196/012 P005 | M09 P02 371 | 3.9 | 0.7 |
| GIVMI6Q GIVMI GIVMI | N4842.1 E01121.9 | 0003 | ... | 183 39 12 | 322 326 200 | .64 401 | 220/021 M001 | M18 P04 360 | 3.8 | 0.9 |
| Y101 ERNAS ERNAS | N4850.7 E01113.2 | 0001 | ... | 215 40 10 | 313 317 190 | .69 431 | 217/024 P007 | M25 P03 360 | 3.6 | 1.0 |
| T161 T O C | N4856.6 E01105.0 | 0002 | ... | 240 40 8 | 315 317 182 | .72 444 | 219/026 P003 | M32 P01 2 360 | 3.6 | 1.1 |
| T161 GOLMO GOLMO | N4857.8 E01103.3 | 0000 | ... | 240 42 2 | 313 317 180 | .63 384 | 219/026 P003 | M32 P01 2 361 | 3.5 | 1.1 |
| T161 REDNI REDNI | N4904.8 E01053.4 | 0002 | ... | 240 38 10 | 313 317 170 | .63 384 | 219/026 P003 | M32 P01 2 361 | 3.5 | 1.1 |
| T161 ASPAT ASPAT | N4911.8 E01043.5 | 0001 | ... | 240 38 10 | 310 314 160 | .63 384 | 219/026 P003 | M32 P01 2 361 | 3.5 | 1.2 |
| LANGEN FIR -EDGG | N4914.0 E01040.0 | 0000 | ... | 3 | 157 | | | | | |
| T161 DEBHI DEBHI | N4921.6 E01028.0 | 0002 | ... | 240 39 11 | 301 305 146 | .63 386 | 212/026 P005 | M32 P01 2 353 | 3.4 | 1.3 |



| 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 |
|----------------------------------|-------------|-------------|------------|-------------------|--------------------|-----------------|---------------------|-------------------|--------------|--------------|
| DEBHI1C | | | | 240 | 301 | .63 | 219/026 | M32 | 3.3 | 1.3 |
| BOWEK | N4932.0 | 0003 | ... | 34 | 304 | 382 | M003 | P01 | | |
| BOWEK | E01005.1 | 0018 | ... | 18 | 128 | 379 | 3 | 355 | .... | .... |
| DEBHI1C | | | | 240 | 301 | .63 | 219/026 | M32 | 3.3 | 1.4 |
| ITHIT | N4934.9 | 0001 | ... | 33 | 304 | 382 | M003 | P01 | | |
| ITHIT | E00958.8 | 0019 | ... | 5 | 123 | 379 | 3 | 355 | .... | .... |
| DEBHI1C | | | | 240 | 301 | .63 | 219/026 | M32 | 3.2 | 1.5 |
| SEVVE | N4944.3 | 0003 | ... | 40 | 304 | 382 | M003 | P01 | | |
| SEVVE | E00937.7 | 0022 | ... | 17 | 106 | 379 | 3 | 356 | .... | .... |
| DEBHI1C | | | | 240 | 283 | .63 | 216/026 | M33 | 3.1 | 1.5 |
| SPESA | N4951.7 | 0002 | ... | 38 | 286 | 380 | M002 | P00 | | |
| SPESA | E00920.9 | 0024 | ... | 13 | 93 | 378 | 3 | 352 | .... | .... |
| DEBHI1C | | | | 240 | 283 | .63 | 216/026 | M33 | 3.1 | 1.6 |
| CHARLIE | N4955.3 | 0002 | ... | 32 | 286 | 382 | M010 | P00 | | |
| CHA | E00902.4 | 0026 | ... | 12 | 81 | 372 | 3 | 352 | .... | .... |
| 115.35 | | | | | | | | | | |
| DEBHI1C | | | | 240 | 284 | .63 | 216/026 | M33 | 3.1 | 1.6 |
| T O D | N4955.6 | 0000 | ... | 32 | 286 | 381 | M010 | P00 | | |
| | E00900.9 | 0026 | ... | 1 | 80 | 371 | 3 | 352 | .... | .... |
| DEBHI1C | | | | 204 | 246 | .67 | 200/019 | M24 | 3.0 | 1.6 |
| DF635 | N4958.9 | 0002 | ... | 27 | 249 | | M002 | P02 | | |
| DF635 | E00843.0 | 0028 | ... | 12 | 68 | 413 | | 352 | .... | .... |
| DEBHI1C | | | | 174 | 246 | .63 | 196/018 | M19 | 3.0 | 1.6 |
| DF636 | N4955.6 | 0002 | ... | 29 | 249 | | M011 | P01 | | |
| DF636 | E00829.1 | 0030 | ... | 10 | 58 | 383 | | 352 | .... | .... |
| DEBHI1C | | | | 153 | 246 | .60 | 169/017 | M15 | 3.0 | 1.7 |
| DF640 | N4953.0 | 0002 | ... | 29 | 249 | | M003 | P01 | | |
| DF640 | E00818.3 | 0032 | ... | 7 | 51 | 377 | | 352 | .... | .... |
| DEBHI1C | | | | 141 | 246 | .59 | 176/017 | M13 | 3.0 | 1.7 |
| DF641 | N4951.5 | 0000 | ... | 29 | 249 | | M005 | P00 | | |
| DF641 | E00812.4 | 0032 | ... | 4 | 47 | 368 | | 352 | .... | .... |
| DEBHI1C | | | | 129 | 246 | .57 | 182/018 | M11 | 3.0 | 1.7 |
| DF642 | N4950.1 | 0001 | ... | 30 | 249 | | M007 | P00 | | |
| DF642 | E00806.6 | 0033 | ... | 4 | 43 | 358 | | 352 | .... | .... |
| DEBHI1C | | | | 117 | 246 | .56 | 184/020 | M09 | 3.0 | 1.7 |
| DF643 | N4948.7 | 0001 | ... | 32 | 249 | | M009 | M01 | | |
| DF643 | E00800.8 | 0034 | ... | 4 | 39 | 349 | | 352 | .... | .... |
| DEBHI1C | | | | 105 | 336 | .55 | 181/020 | M06 | 2.9 | 1.7 |
| DF644 | N4947.3 | 0001 | ... | 37 | 339 | | M008 | P00 | | |
| DF644 | E00755.0 | 0035 | ... | 4 | 35 | 344 | | 352 | .... | .... |



| AWY | | | | FL | IMT | MN | WIND | OAT | EFOB | PBRN |
|-------------|----------|------|-----|------|------|-----|---------|-----|------|------|
| POSITION | LAT | EET | ETO | MORA | ITT | TAS | COMP | TDV | | |
| IDENT | LONG | TTLT | ATO | DIS | RDIS | GS | SHR | TRP | AFOB | ABRN |
| FREQ | | | | | | | | | | |
| DEBHI1C | | | | 087 | 068 | .44 | 169/018 | M03 | 2.9 | 1.7 |
| DF454 | N4952.9 | 0001 | ... | 32 | 071 | | P018 | M01 | | |
| DF454 | E00751.7 | 0036 | ... | 6 | 29 | 303 | | 352 | .... | .... |
| DEBHI1C | | | | | | | | | 2.8 | 1.8 |
| FRANKFURT/M | N5002.0 | 0009 | ... | | | | | | | |
| EDDF | E00834.2 | 0045 | ... | 29 |  |  |  |  | .... | .... |



WIND INFORMATION

| CLIMB | T O C | GOLMO | REDNI |
|-----------------|-----------------|-----------------|-----------------|
| 350 214/054 -59 | 280 218/036 -42 | 280 218/036 -42 | 280 218/036 -42 |
| 310 214/044 -50 | 260 220/031 -37 | 260 220/031 -37 | 260 220/031 -37 |
| 200 217/023 -22 | 240 219/026 -32 | 240 219/026 -32 | 240 219/026 -32 |
| 150 220/014 -13 | 220 217/025 -27 | 220 217/024 -27 | 220 217/024 -27 |
| 100 186/017 -02 | 200 217/023 -22 | 200 217/023 -22 | 200 217/023 -22 |

| ASPAT | DEBHI | BOWEK | ITHIT |
|-----------------|-----------------|-----------------|-----------------|
| 280 218/035 -42 | 280 210/035 -42 | 280 216/035 -43 | 280 216/035 -43 |
| 260 220/031 -37 | 260 212/030 -37 | 260 216/031 -37 | 260 216/031 -37 |
| 240 219/026 -32 | 240 212/026 -32 | 240 219/026 -32 | 240 219/026 -32 |
| 220 217/024 -27 | 220 212/023 -27 | 220 213/021 -27 | 220 213/021 -27 |
| 200 217/023 -22 | 200 211/020 -22 | 200 199/016 -23 | 200 199/016 -23 |

| SEVVE | SPESA | CHA | T O D |
|-----------------|-----------------|-----------------|-----------------|
| 280 216/035 -43 | 280 211/037 -43 | 280 211/037 -43 | 280 211/037 -43 |
| 260 216/031 -37 | 260 211/032 -38 | 260 211/032 -38 | 260 211/032 -38 |
| 240 219/026 -32 | 240 216/026 -33 | 240 216/026 -33 | 240 216/026 -33 |
| 220 213/021 -27 | 220 209/022 -28 | 220 209/022 -28 | 220 209/022 -28 |
| 200 199/016 -23 | 200 197/018 -23 | 200 197/018 -23 | 200 197/018 -23 |

DESCENT

| |
|-----------------|
| 350 212/050 -60 |
| 310 212/045 -51 |
| 200 197/018 -23 |
| 150 178/012 -14 |
| 100 177/016 -05 |



[ATC Flight Plan]

ICAO FLIGHT PLAN

FF EDMMZQZX EDGGZQZX
101410 CYULSBFP
(FPL-EZY123-IS
-A20N/M-SDE2E3FGHIJ1RWXY/LB1
-EDDM1440
-N0381F240 GIVMI6Q GIVMI Y101 ERNAS T161 DEBHI DEBHI1C
-EDDF0035 EDDM
-PBN/A1B1C1D1O1S2 DOF/240210 REG/DAFBW EET/EDGG0013 SEL/AGLR OPR/EZY
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 U20123 EDDM/EDDF



[Airport WX List]

EDDM --> EDDF U2 123 / 10FEB2024
LIDO/WEATHER SERVICE DATE : 10Feb2024 TIME : 14:10 UTC

AIRMETs:
No Wx data available

SIGMETs:
EDMM MUNICH FIR
WS SIGMET I01 VALID 101300/101430 EDZF- EDMM MUENCHEN FIR
SEV ICE OBS WI N4835 E01138 - N4828 E01232 - N4810
E01240 - N4754 E01253 - N4739 E01251 - N4809 E01140 -
N4835 E01138 FL200/260 WKN FCST AT 1430Z WI N4811
E01143 - N4834 E01119 - N4900 E01201 - N4818 E01317 -
N4803 E01245 - N4811 E01143=

Tropical Cyclone SIGMETs:
No Wx data available

Volcanic Ash SIGMETs:
No Wx data available

Departure / Destination Alternate:
EDDM/MUC MUNICH
SA 101350 AUTO 09010KT CAVOK 11/06 Q0987 NOSIG
FT 101100 1012/1118 10004KT CAVOK
BECMG 1023/1101 25007KT
TEMPO 1104/1110 RA BKN010
BECMG 1105/1107 25015G25KT
BECMG 1115/1117 25010KT

Destination:
EDDF/FRA FRANKFURT/MAIN
SA 101350 AUTO 06009KT 9999 FEW017 13/09 Q0987 NOSIG
FT 101100 1012/1118 06005KT CAVOK
BECMG 1100/1103 20005KT BKN020
PROB30 TEMPO 1100/1106 4000 RA BKN008
BECMG 1106/1109 22010KT

AIRPORTLIST ENDED



[NOTAM]

 LIDO-NOTAM-BULLETIN INCLUDES NOTAM, COMP NOTAM AND AIP-REGULATION
VALID: 2402101440 - 2402101931 STD(EOBT)+TRIP+ALTN+3HRS
 EZY 123 /10FEB OFP-NR: 1
 ROUTE: EDDM - EDDF ALTN: EDDM
 N0381F240 GIVMI6Q GIVMI Y101 ERNAS T161 DEBHI DEBHI1C

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DEPARTURE / ALTERNATE AIRPORT - DETAILED INFO
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EDDM/MUC MUNICH

+++++ AIRPORT +++++

A6566/23

OCA(H) VALUES RAISED:
 LNAV/VNAV **RWY 08L**: ACFT **CAT** A 1806(339)FT, B 1816(349)FT,
 C 1825(358)FT. **CAT** D NO CHANGE. DUE TO CRANE AT 482114N 0114530E.
 ELEV 1675FT, MARKED AND LIGHTED.

+++++ SID +++++

A0315/24

SID CHANGED DUE TO COVERAGE OF WLD **DVOR/DME**:
RWY 26R: GIVMI1N: AMEND ON HEADING 299 DEG TO INTERCEPT R119 WLD,
 ON R119 WLD TO READ ON TRACK 299 DEG. CLIMB WITH 4.9 PER CENT
 (300 FT/NM) UNTIL PASSING 3700. AFTER PASSING 3700 BRNAV EQUIPMENT
 NECESSARY.
 REF AIP **AD** 2 EDDM 5-7-37 EFF 23 MAY 2019, 5-7-41 EFF 23 MAY 2019.

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

A0745/24

ILS/DME **RWY 26L** IMSW:
LOC COVERAGE UP TO 17NM IN SECTOR 22DEG(L) - 26DEG(R) IN RELATION
 TO RCL, UP TO 25NM IN SECTOR 10DEG(L) - 10DEG(R) IN RELATION TO
 RCL. MNM INTERCEPTION ALT IN THESE AREAS 3800FT MSL.
 MNM INTERCEPTION ALT AT DIST OF LESS THAN 13.6NM FROM ANTENNA
 3350FT MSL.

A2827/23

DME IMNE (109.50MHZ/CH30X) ASSOCIATED WITH **ILS RWY 08L**:
 REDUCED COVERAGE AT INTERCEPT ALT 3500FT AMSL AS FLW:
 25NM FROM ANTENNA WI 10DEG LEFT AND RIGHT OF EXTENDED RCL,
 17NM FROM ANTENNA BTN 10DEG N AND 33DEG N, 10DEG S AND 35DEG S OF
 EXTENDED RCL.

A4144/22

ILS RWY 08R:
LOC USABLE UP TO 17NM IN THE AREA 026DEG(L)/030DEG(R) IN RELATION
 TO RCL. MIN INTERCEPTION ALTITUDE 3500FT AMSL.
GP USABLE UP TO 15NM IN THE AREA 008DEG(L)/007DEG(R) IN RELATION
 TO RCL. MIN INTERCEPTION ALTITUDE 3800FT AMSL.



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DESTINATION AIRPORT - DETAILED INFO
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EDDF/FRA FRANKFURT/MAIN

+++++ AIRPORT +++++

A0741/24

TWY R CLSD BTN TWY S5 AND TWY S11. TWY R5 AND TWY R7 CLSD. TWY S7, TWY S8, TWY S9 AND TWY S10 CLSD BTN TWY R AND TWY S.

A0633/24

MON-FRI 0700-1800
OBSTACLE CLEARANCE SURFACE PENETRATED BY CONSTRUCTION EQUIPMENT. PSN 140-190M BEYOND END OF RWY 18, 100-120M W OF RCL. ELEV 341FT/17FT AGL. DAY AND NIGHT MARKED. EQUIPMENT IN DEP SECTOR FOR ALL IFR DEP RWY 18.

A0622/24

TAXI WITH CAUTION DUE TO CHANGED MARKINGS ON THE GA APN. LOCATION OF THE INTERMEDIATE HOLDING POS MARKING ON TWY S23 HAS BEEN CHANGED.

A0591/24

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.

A0572/24

TWY R CLSD BTN S23 AND S25. TWY R13 CLSD.

A0531/24

NEW TWY S BTN S23 AND S25 IN OPERATION. REF AIP SUP IFR 20/23.

A0533/24

NEW TAXI RESTRICTION FOR A380: TWY S BTN TWY S23 AND TWY S25 NOT PERMITTED.

A0534/24

NEW TAXI RESTRICTION FOR A380: TWY S23 BTN TWY S AND TWY R NOT PERMITTED.

A0395/24

FRANKFURT DELIVERY FREQ CHANGED TO 122.035MHZ. REF AIP AD 2 ALL SID CHARTS.

A0236/24

NORTHERN TURN FROM RWY 18 ON TWY L NOT PERMITTED FOR ACFT: A346, A35K, B773 AND A380 AND B773.

A0235/24

TWY RESTRICTION FOR A345, A359 AND B78X ACFT: LEFT TURN FROM RWY 07R ON TWY M19 NOT PERMITTED.

A0234/24

USE OF RWY HOLDING PSN T6 FOR AIRCRAFT WITH WINGSPAN BTN 36M AND 65M (UP TO BUT NOT INCLUDING) NOT PERMITTED.

A0232/24

RUNWAY INCURSION ALERTING SYSTEM ON TWY M6 AND TWY M30 NOT YET USABLE. REF AIP SUP IFR 09/23.

A0233/24

TWY W CLSD S OF TWY DP2. TWY W9 CLSD.

A0231/24

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.

A0128/24

TWY S23 WEST CLSD.



A0127/24

ACFT STANDS S402, S404, S406, S408, S410, S412, S414, S416, S418 AND S420 **CLSD**.

A6933/23

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.

A6838/23

ACFT STANDS S401 AND S403 **CLSD**.

A6492/23

IN CASE OF REMOTE DEICING REDUCE PAD OCCUPATION TO A MINIMUM. ENSURE ACFT IS CONFIGURED FOR DEICING UPON ARRIVAL. PRE-DEPARTURE CHECK IF POSS NOT TO BE DONE ON REMOTE DEICING PAD. DEICING PROCEDURE REMAINS UNCHANGED ACCORDING TO AIP EDDF 2.20 LOCAL **AD** REGULATIONS.

A6354/23

NEW CLEARANCE BAR LGT **TWY S** EAST OF **TWY S33** **AVBL**.

A3170/22

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.

U0038/11

AD EDDF

GEMIL FLIP VAD

EDDF 1 AND EDDF - PROCEDURE

PAGES EDDF 1 AND EDDF 2 ARE **SUSPENDED**.

FOR NEW PROCEDURE SEE AIP GERMANY VOLUME VFR EDDF.

+++++ RUNWAY +++++

A0658/24

DAILY 0500-1700

WIP RWY 18 IN MNM DIST OF 75M WEST FROM RCL.



+++++ SID +++++

A5189/23

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

A5188/23

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.

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

A0711/24

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.

A0442/24

DAILY 0400-2100
ALL ARR VIA SPESA MAY REQ A RNP-X APCH. PROCEDURE ONLY DURING LOW
TRAFFIC DECIDED BY ATC.

A0250/24

ILS (Z) RWY 07L DOWNGRADED TO CAT III (ICAO CLASSIFICATION
III/E/3) MINIMUM DH 50FT AND RVR 200M.

A0222/24

ILS GP RWY 25R Y LTD COVERAGE CHG:
USABLE UP TO 15NM BTN 004DEG(L)/003DEG(R) OF RCL. MIN INTERCEPTION
ALT 2800FT.

A6099/23

ILS RWY 25R (Y) UNDER CAT I CONDITION NO AUTOLAND POSS DUE TO
RADIATING OPPOSITE **ILS**.

A6098/23

ILS RWY 25R (Z) UNDER CAT I CONDITION NO AUTOLAND POSS DUE TO
RADIATING OPPOSITE **ILS**.



A4980/23

ILS RWY 25R(Z), DME IFNW:

LOC COVERAGE UP TO 17NM IN SECTOR 25DEG(L) - 30DEG(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.

A3274/23

FLW CHANGES TO MISSED APCH PROC **RWY 25R** OCCUR:

ALL MISSED APPROACHES: MINIMUM CLIMB GRADIENT 4.3PER CENT UNTIL PASSING 4130.

REF AIP **AD 2** EDDF 4-2-6, 4-6-16, 4-7-11, 4-7-12 ALL EFF 13 JUL 2023, 4-2-8, 4-6-15 BOTH DATED 13 JUL 2023.



[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.

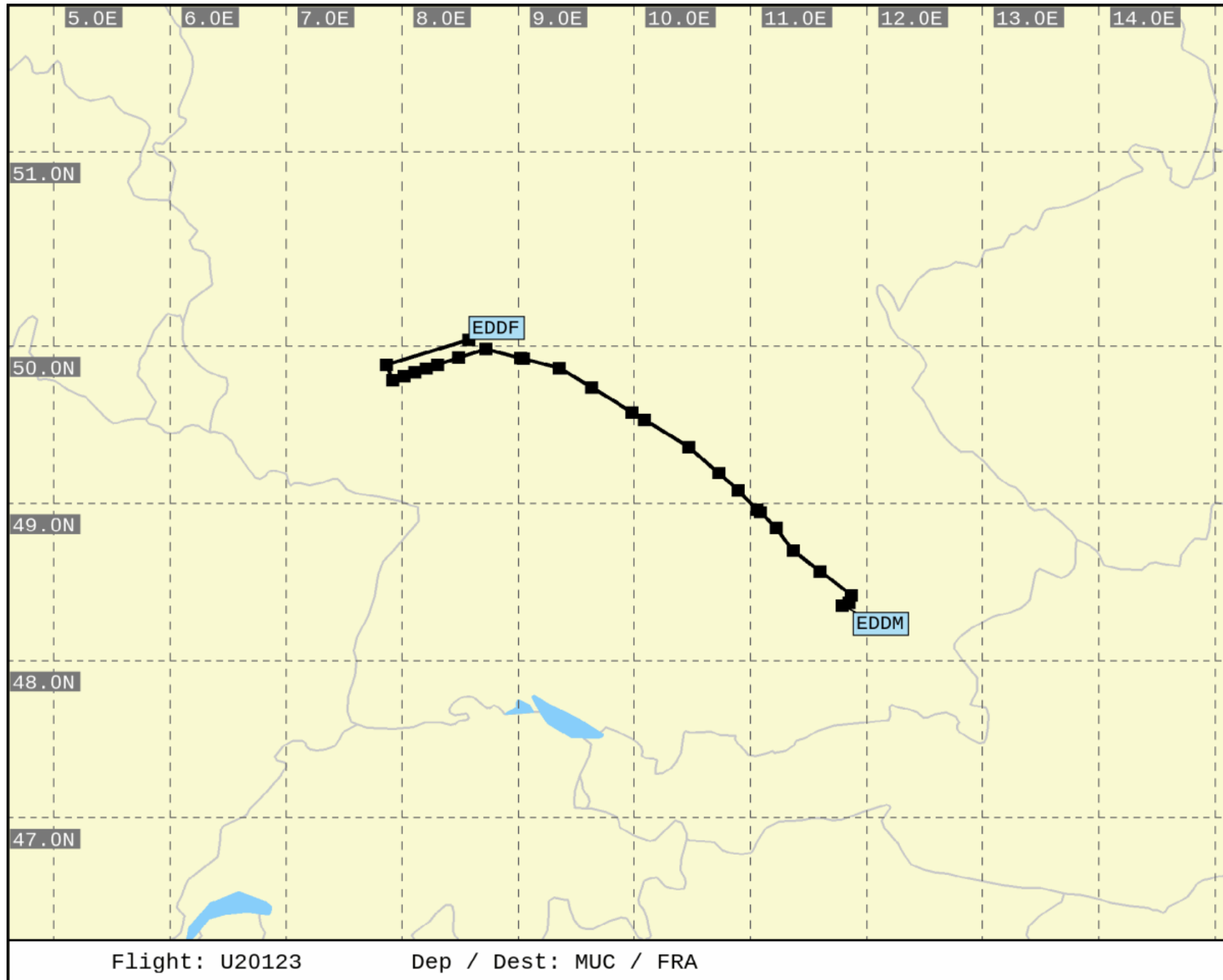
SB003/13

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.

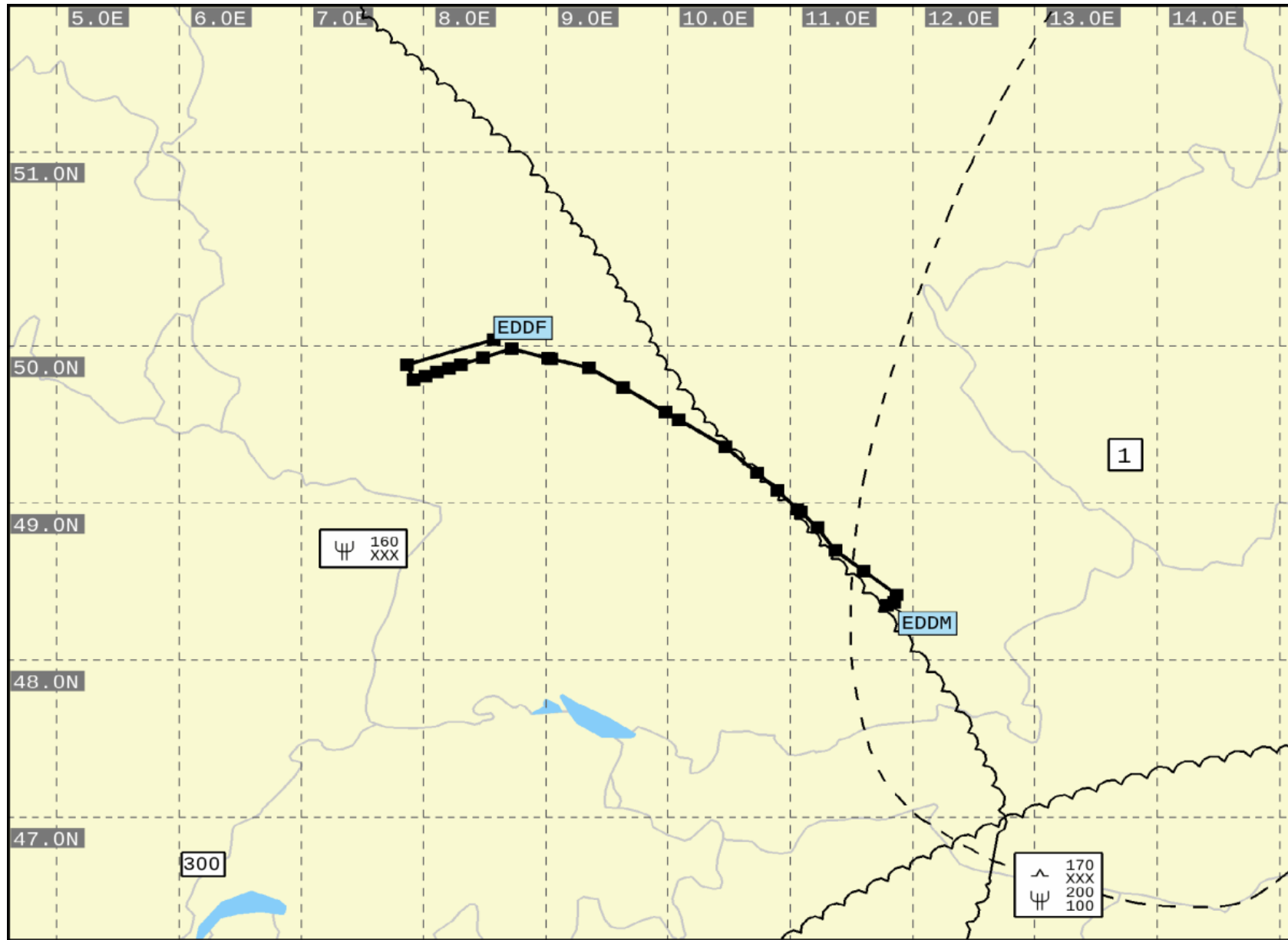
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CREW BULLETIN
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NIL

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

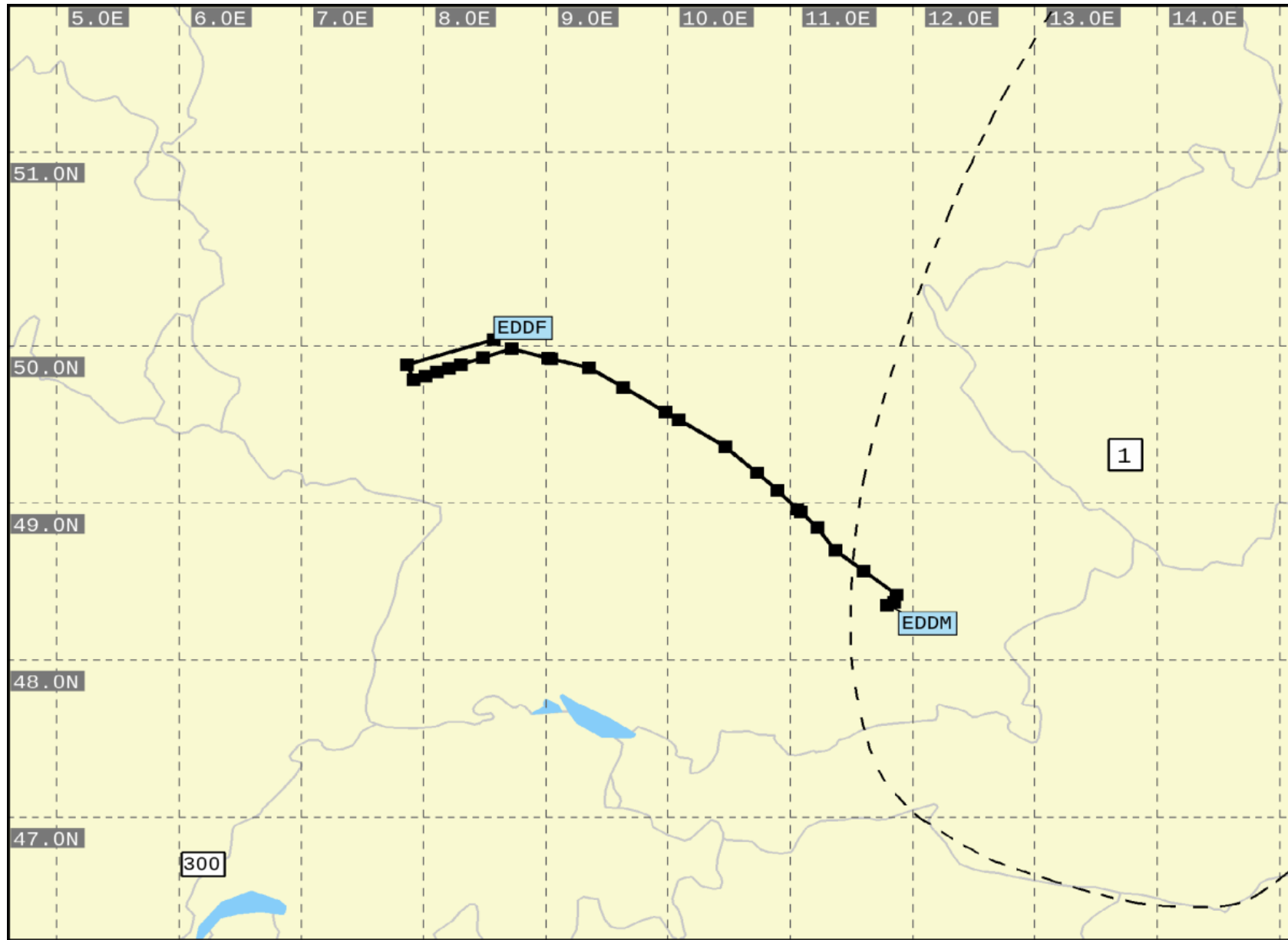


- Not for real world navigation -



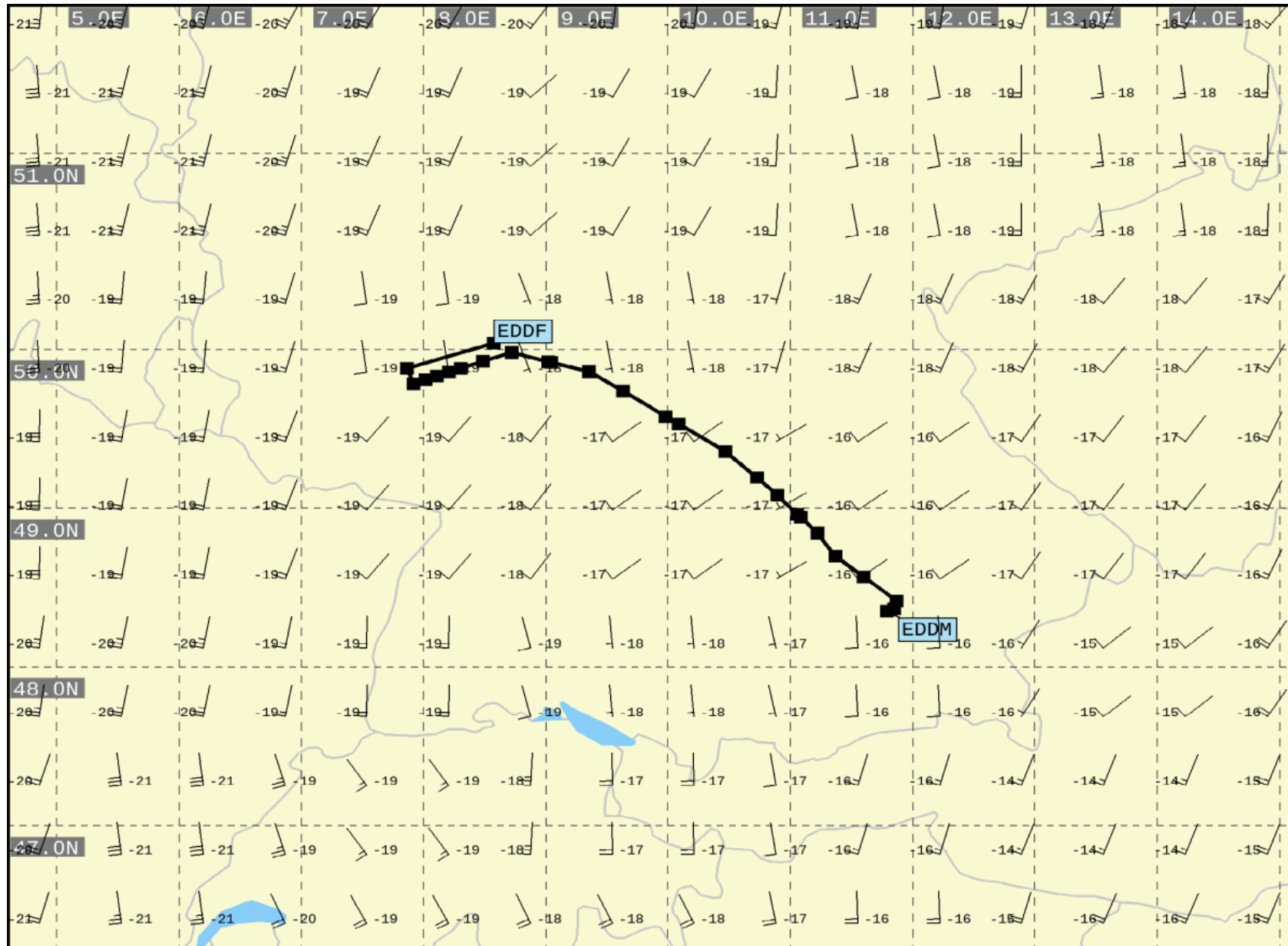
SIG WX FL 100-450 WASHINGTON 1 \wedge 410
 VALID 18 UTC ON 10.Feb.2024 1 Ψ 290

Flight: U20123 Dep / Dest: MUC / FRA



SIG WX FL 250-630 WASHINGTON 1 \wedge 410
 VALID 18 UTC ON 10.Feb.2024 290

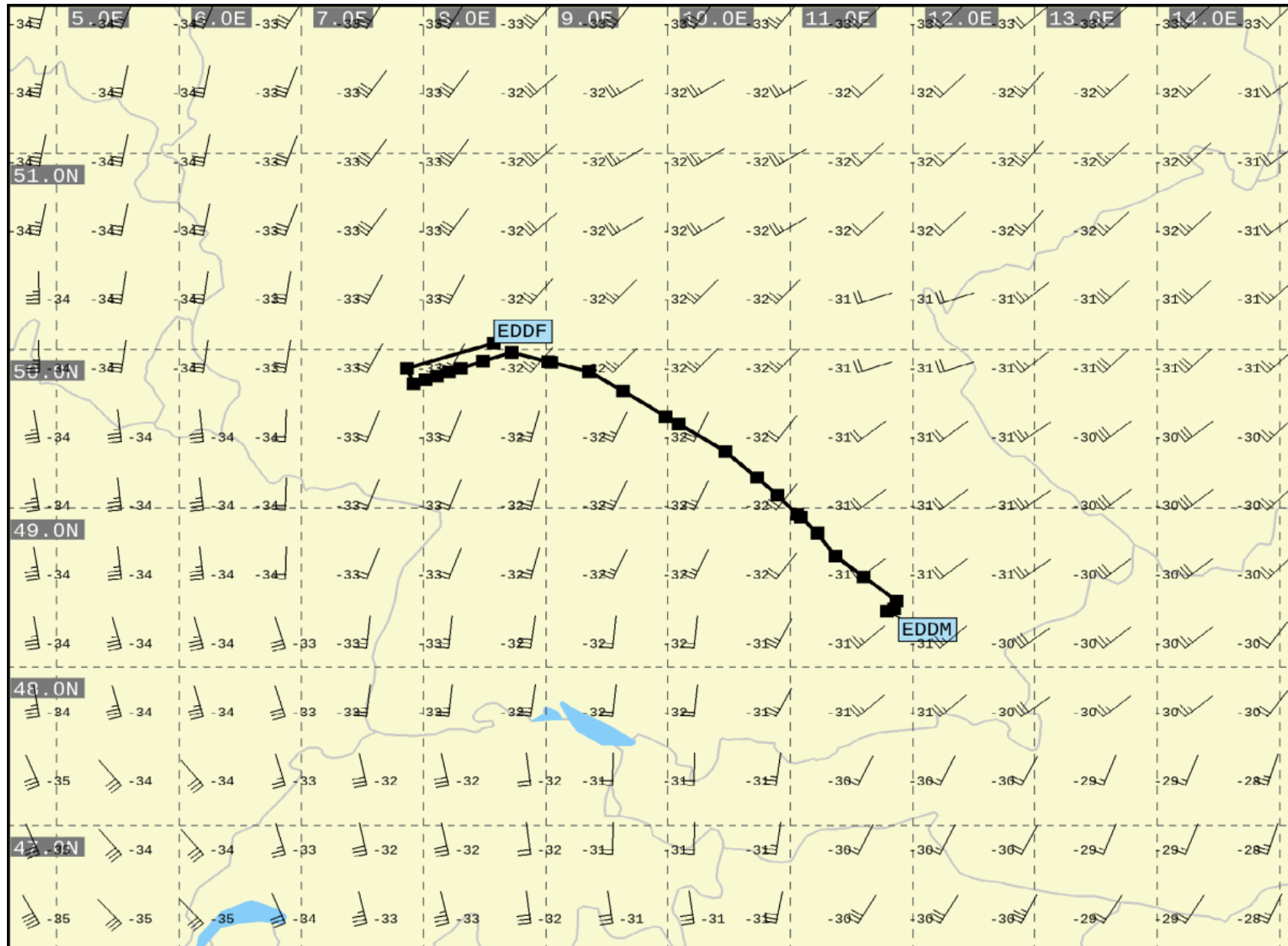
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UAD VALID 18 UTC ON 10.Feb.2024 06h FL 180

Flight: U20123

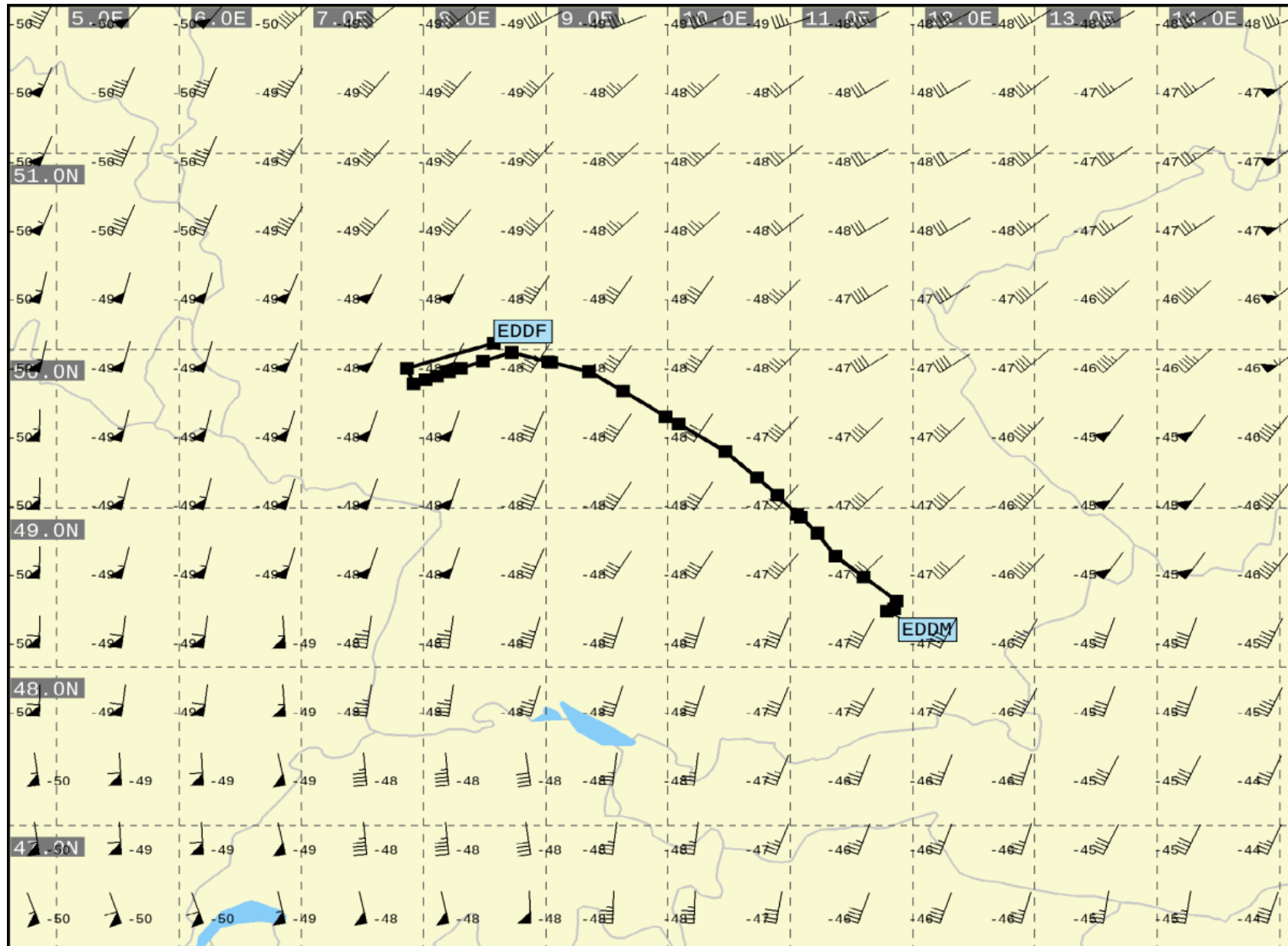
Dep / Dest: MUC / FRA



UAD VALID 18 UTC ON 10.Feb.2024 06h FL 240

Flight: U20123

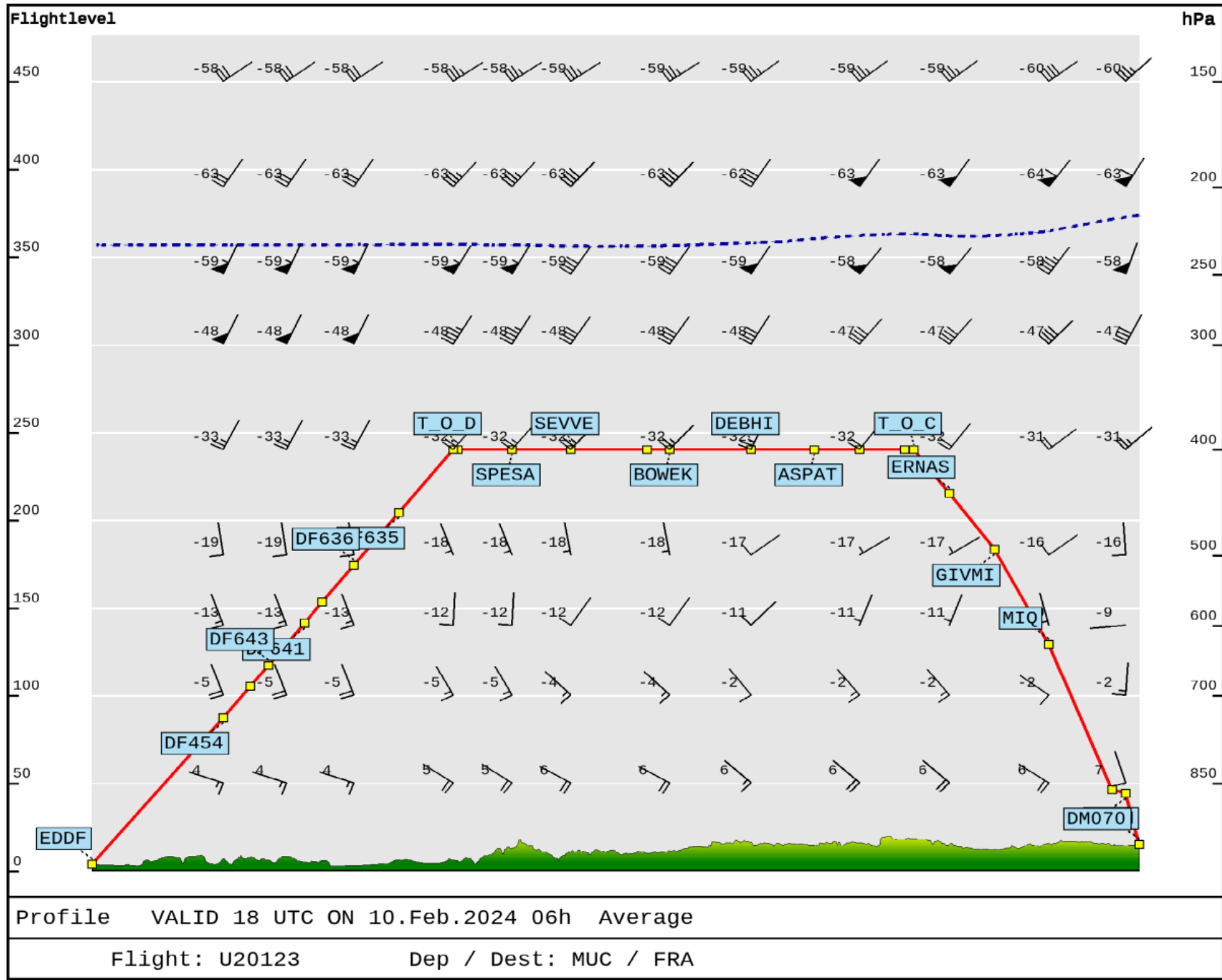
Dep / Dest: MUC / FRA



UAD VALID 18 UTC ON 10.Feb.2024 06h FL 300

Flight: U20123

Dep / Dest: MUC / FRA





End of Document: Total Number of Pages: 24