



[ OFF ]

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 FBW0380 26OCT2024 EDDM-EDDF A388 D8FBW RELEASE 0207 26OCT24  
 OFF 1 MUNICH-FRANKFURT/MAIN  
 WX PROG 2603 2606 OBS 2518 2518

ATC C/S FBW380 EDDM/MUC EDDF/FRA CRZ SYS CI 10  
 26OCT2024 D8FBW 0240/0300 0345/0353 GND DIST 231  
 A380-842 / TRENT 972B-84 STA 0345 AIR DIST 235  
 CTOT:.... G/C DIST 161

MAXIMUM TOW 510000 LAW 395000 ZFW 373000  
 ESTIMATED TOW 363068 LAW 354887 ZFW 341503

AVG WIND 228/015  
 AVG W/C M005  
 AVG ISA P004  
 AVG FF KG/HR 10892  
 FUEL BIAS P00.0  
 TKOF ALTN EDDL

ALTN EDDL  
 FL STEPS EDDM/0240/

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 DISP RMKS WE LOVE FLYBYWIRE SIMULATIONS!  
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 PLANNED FUEL  
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FUEL	ARPT	FUEL	TIME
TRIP	FRA	8181	0045
CONT 15 MIN		2723	0015
ALTN	DUS	5912	0034
FINRES		4749	0030
MINIMUM T/OFF FUEL		21565	0204
EXTRA		0	0000
T/OFF FUEL		21565	0204
TAXI	MUC	998	0020
BLOCK FUEL	MUC	22563	
PIC EXTRA		.....	
TOTAL FUEL		.....	
REASON FOR PIC EXTRA		.....	

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 FMC INFO:  
 FINRES+ALTN 10661  
 TRIP+TAXI 9179  
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NO TANKERING RECOMMENDED (P)  
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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: FBW DISPATCHER PIC NAME: CAPTAIN, FBW

TEL: +1 800 555 0199 PIC SIGNATURE: .....



ALTERNATE ROUTE TO: FINRES 4749  
 APT TRK DST VIA FL WC TIME FUEL  
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 EDDL/23L 318 149 MARUN5E MARUN Y152 ARPEG Z850 160 P001 0034 5912  
 ADEMI T854 DOMUX DOMUX2G  
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MEL/CDL ITEMS DESCRIPTION  
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ROUTING:

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

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OPERATIONAL IMPACTS

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 WEIGHT CHANGE UP 1.0 TRIP P 0019 KGS TIME M 0000  
 WEIGHT CHANGE DN 1.0 TRIP M 0020 KGS TIME P 0000  
 FL CHANGE UP FL1 TRIP P 0010 KGS TIME M 0000  
 FL CHANGE DN FL1 TRIP P 0076 KGS TIME P 0000  
 FL CHANGE DN FL2 TRIP P 0114 KGS TIME P 0001  
 SPD CHANGE CI 0 TRIP M 0029 KGS TIME P 0000  
 SPD CHANGE CI 500 TRIP P 0387 KGS TIME M 0003  
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ATIS:  
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RVSM: ALT SYS LEFT: STBY: RIGHT:  
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TIMES  
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	ESTIMATED	SKED	ACTUAL
OUT	0240Z/0440L	0240Z/0440L	.....Z
OFF	0300Z/0500L	0300Z/0500L	.....Z
ON	0345Z/0545L	0337Z/0537L	.....Z
IN	0353Z/0553L	0345Z/0545L	.....Z
BLOCK TIME	0113	0105	.....

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WEIGHTS  
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	EST	MAX	ACTUAL
PAX	399		.....
CARGO	8.0		.....
PAYLOAD	41.5		.....
ZFW	341.5	373.0	.....
FUEL	22.6	62.7	..... POSS EXTRA 40.1
TOW	363.1	403.2	LDG.....
STAB TRIM			.....
LAW	354.9	395.0	.....

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TERRAIN CLEARANCE CHECK  
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DD CHECK - TERRAIN CLEARANCE CHECK DISABLED

DP CHECK - TERRAIN CLEARANCE CHECK DISABLED  
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FLIGHT LOG

MOST CRITICAL MORA 04200 FEET AT GOLMO//MXSHR 01 AT TOC

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	066 068 231	266	M003		21.6	1.0
GIVMI6Q DM070 DM070	N4822.1 E01150.6	0001	...	043 37 3	013 017 228	.40 266	128/005 M003	11 P05 382	20.4	2.1
GIVMI6Q DM073 DM073	N4825.1 E01152.0	0001	...	072 38 3	306 310 225	.43 284	128/005 P002	07 P06 382	20.0	2.5
GIVMI6Q MIKE MIQ 426	N4834.2 E01135.9	0002	...	153 38 14	307 310 211	.64 408	232/009 M002	M09 P07 386	18.8	3.8
GIVMI6Q GIVMI GIVMI	N4842.1 E01121.9	0002	...	209 38 12	322 326 199	.72 441	241/020 M008	M22 P05 386	17.8	4.8
Y101 T O C	N4849.5 E01114.3	0002	...	240 37 9	323 326 190	.77 473	234/021 P000	M29 P04 386	17.3	5.3
Y101 ERNAS ERNAS	N4850.7 E01113.2	0000	...	240 40 1	313 317 189	.61 373	234/021 P000	M29 P04 386	17.2	5.3
T161 GOLMO GOLMO	N4857.8 E01103.3	0001	...	240 42 10	313 317 179	.61 374	234/021 M003	M29 P04 386	17.0	5.6
T161 REDNI REDNI	N4904.8 E01053.4	0002	...	240 38 10	313 317 169	.61 370	234/021 M003	M29 P04 386	16.7	5.8
T161 ASPAT ASPAT	N4911.8 E01043.5	0002	...	240 38 10	310 314 159	.61 370	234/021 M003	M29 P04 386	16.5	6.1
LANGEN FIR -EDGG	N4914.0 E01040.0	0000	...	3	156					
T161 DEBHI DEBHI	N4921.6 E01028.0	0002	...	240 39 11	301 305 145	.61 370	232/019 M003	M29 P04 379	16.2	6.4



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	.61	229/015	M29	15.7	6.8
BOWEK	N4932.0	0003	...	34	304	373	M004	P04		
BOWEK	E01005.1	0018	...	18	127	369	1	383	....	....
DEBHI1C				240	301	.61	229/015	M29	15.6	6.9
ITHIT	N4934.9	0001	...	33	304	373	M004	P04		
ITHIT	E00958.8	0019	...	5	122	369	1	383	....	....
DEBHI1C				240	301	.61	229/015	M29	15.2	7.4
SEVVE	N4944.3	0002	...	40	304	373	M004	P04		
SEVVE	E00937.7	0021	...	17	105	369	1	383	....	....
DEBHI1C				240	283	.61	220/017	M29	14.9	7.7
SPESA	N4951.7	0002	...	38	286	373	M002	P04		
SPESA	E00920.9	0023	...	13	92	371	0	377	....	....
DEBHI1C				240	284	.61	219/017	M29	14.9	7.7
T O D	N4952.0	0001	...	38	286	373	M007	P04		
	E00919.4	0024	...	1	91	366	0	377	....	....
DEBHI1C				211	283	.68	225/017	M23	14.7	7.8
CHARLIE	N4955.3	0002	...	32	286		M009	P04		
CHA	E00902.4	0026	...	11	80	413		377	....	....
115.35										
DEBHI1C				177	246	.63	222/012	M15	14.6	8.0
DF635	N4958.9	0002	...	27	249		M005	P05		
DF635	E00843.0	0028	...	13	67	394		377	....	....
DEBHI1C				150	246	.60	220/013	M10	14.4	8.1
DF636	N4955.6	0002	...	29	249		M011	P05		
DF636	E00829.1	0030	...	10	57	371		374	....	....
DEBHI1C				132	246	.58	225/013	M07	14.3	8.2
DF640	N4953.0	0002	...	29	249		M012	P04		
DF640	E00818.3	0032	...	7	50	358		374	....	....
DEBHI1C				121	246	.57	228/013	M05	14.3	8.3
DF641	N4951.5	0001	...	29	249		M012	P04		
DF641	E00812.4	0033	...	4	46	352		374	....	....
DEBHI1C				111	246	.55	230/013	M03	14.2	8.3
DF642	N4950.1	0000	...	30	249		M012	P04		
DF642	E00806.6	0033	...	4	42	346		374	....	....
DEBHI1C				100	246	.54	230/013	M01	14.2	8.4
DF643	N4948.7	0001	...	32	249		M012	P04		
DF643	E00800.8	0034	...	4	38	340		374	....	....
DEBHI1C				090	336	.44	217/013	02	14.1	8.4
DF644	N4947.3	0001	...	37	339		M011	P05		
DF644	E00755.0	0035	...	4	34	278		374	....	....



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				076	067	.43	199/011	05	14.1	8.5
DF554	N4952.3	0001	...	31	070		P008	P05		
DF554	E00752.1	0036	...	5	29	291		374	....	....
DEBHI1C									13.4	9.2
FRANKFURT/M	N5002.0	0009	...							
EDDF	E00834.2	0045	...	29					....	....



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WIND INFORMATION  
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CLIMB			T O C			ERNAS			GOLMO		
350	226/013	-54	280	227/016	-38	280	227/016	-38	280	227/016	-38
310	230/015	-45	260	227/018	-33	260	227/018	-33	260	227/018	-33
200	242/019	-20	240	234/021	-29	240	234/021	-29	240	234/021	-29
150	231/008	-09	220	239/021	-24	220	239/021	-24	220	239/021	-24
100	147/003	+02	200	243/019	-20	200	243/019	-20	200	243/019	-20

REDNI			ASPAT			DEBHI			BOWEK		
280	227/016	-38	280	227/016	-38	280	221/015	-38	280	227/017	-38
260	227/018	-33	260	227/018	-33	260	225/016	-33	260	227/016	-33
240	234/021	-29	240	234/021	-29	240	233/019	-29	240	229/015	-29
220	239/021	-24	220	239/021	-24	220	234/019	-24	220	235/015	-25
200	243/019	-20	200	243/019	-20	200	235/017	-20	200	240/013	-20

ITHIT			SEVVE			SPESA			T O D		
280	227/017	-38	280	227/017	-38	280	221/017	-38	280	221/017	-38
260	227/016	-33	260	226/016	-33	260	217/016	-33	260	217/016	-33
240	229/015	-29	240	229/015	-29	240	219/017	-29	240	219/017	-29
220	235/015	-25	220	235/015	-25	220	223/017	-25	220	223/017	-25
200	240/013	-20	200	240/014	-20	200	225/016	-20	200	225/016	-20

DESCENT

350	229/026	-54
310	226/021	-45
200	225/016	-20
150	228/011	-10
100	240/008	-01

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[ ATC Flight Plan ]

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ICAO FLIGHT PLAN  
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FF EDMMZQZX EDGGZQZX  
260207 CYULSBFP  
(FPL-FBW380-IS  
-A388/J-SADE2E3FGHIJ3J4J5M1RWXY/LB1D1  
-EDDM0240  
-N0373F240 GIVMI6Q GIVMI Y101 ERNAS T161 DEBHI DEBHI1C  
-EDDF0035 EDDL  
-PBN/A1B1C1D1L1O1S2 DOF/241026 REG/D8FBW EET/EDGG0013 SEL/KFBW  
CODE/896469 OPR/FBW PER/C TALT/EDDL RMK/TCAS)





[ Additional Info ]

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D I S P A T C H   B R I E F I N G   I N F O      FBW0380      EDDM/EDDF



[ Runway Analysis ]

TAKEOFF AND LANDING REPORT FBW 380 EDDM-EDDF 26OCT24
TLR-1 SEQ-114702955 26OCT24 0207Z
A/C D8-FBW A380-842 TRENT 972B-84 BEW/CG 300007/00503

/// TAKEOFF DATA ///

APT PRWY POAT PWIND PQNH PMRTW FLP MT V1 VR V2 PTOW MFPTW LIMIT
EDDM 08L 10.0 097M05 30.15 5100 1 66 40 45 49 3631 4032 AFM

RMKS FLEX - SEL TEMP 66
BLEEDS ON
WET RUNWAY
ENG A/I ON

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

----- ACARS RUNWAYS -----

RWY ACARS LENGTH PMTOW NOTES
08L 13123 5100 ILS 109.50
08R 13123 5100 ILS 109.30
26L 13123 5100 ILS 108.30
26R 13123 5100 ILS 108.70

----- WET RWY - PTOW - CALM WIND - ENG A/I ON -----

RWY MTOW MT CONFIG FLP V1 VR V2 LIMIT
08L 5100 66 FLEX - BLEEDS ON 1 139 145 149 AFM
08R 5100 66 FLEX - BLEEDS ON 1 139 145 149 AFM
26L 5100 66 FLEX - BLEEDS ON 1 139 145 149 AFM
26R 5100 66 FLEX - BLEEDS ON 1 138 145 149 AFM

----- WET RWY - PTOW PLUS 10000 - CALM WIND - ENG A/I ON -----

RWY MTOW MT CONFIG FLP V1 VR V2 LIMIT
08L 5100 66 FLEX - BLEEDS ON 1 138 147 151 AFM
08R 5100 66 FLEX - BLEEDS ON 1 138 147 151 AFM
26L 5100 66 FLEX - BLEEDS ON 1 138 147 151 AFM
26R 5100 66 FLEX - BLEEDS ON 1 138 147 151 AFM

----- DRY RWY - PTOW - CALM WIND - ENG A/I ON -----

RWY MTOW MT CONFIG FLP V1 VR V2 LIMIT
08L 5100 66 FLEX - BLEEDS ON 1 140 145 149 AFM
08R 5100 66 FLEX - BLEEDS ON 1 140 145 149 AFM
26L 5100 66 FLEX - BLEEDS ON 1 140 145 149 AFM
26R 5100 66 FLEX - BLEEDS ON 1 140 145 149 AFM

----- DRY RWY - PTOW PLUS 10000 - CALM WIND - ENG A/I ON -----

RWY MTOW MT CONFIG FLP V1 VR V2 LIMIT
08L 5100 66 FLEX - BLEEDS ON 1 140 147 151 AFM
08R 5100 66 FLEX - BLEEDS ON 1 140 147 151 AFM
26L 5100 66 FLEX - BLEEDS ON 1 140 147 151 AFM
26R 5100 66 FLEX - BLEEDS ON 1 140 147 151 AFM

/// LANDING DATA ///

APT PRWY POAT PWIND PQNH PMRLW FLP PLDW LIMIT
EDDF 07C 10.0 037M06 30.12 3950 FULL 3549 AFM



RMKS NONE

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RWY      OAT  WIND  QNH  MRLW  FLP  VREF  PWR  CONFIG/CONDITION
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----- ACARS RUNWAYS -----
RWY      ACARS  LENGTH  PMRLW  NOTES
07C      13123  3950  ILS 110.55
07L      9186   3950  ILS 110.30
07R      13123  3950  ILS 110.95
18       13123  3950
25C      13123  3950  ILS 111.55
25L      13123  3950  ILS 111.15
25R      9186   3950  ILS 111.35

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

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	07C	07L	07R	18
OAT	13123 FT	9186 FT	13123 FT	13123 FT
05	3950A/3950A	3950A/3950A	3950A/3950A	3950A/3950A
/ 10	3950A/3950A	3950A/3950A	3950A/3950A	3950A/3950A
15	3950A/3950A	3950A/3950A	3950A/3950A	3950A/3950A
HW/10KT	0/ 0	0/ 0	0/ 0	0/ 0
TW/10KT	0/ 0	0/ 0	0/ 0	0/ 0

	25C	25L	25R
OAT	13123 FT	13123 FT	9186 FT
05	3950A/3950A	3950A/3950A	3950A/3950A
/ 10	3950A/3950A	3950A/3950A	3950A/3950A
15	3950A/3950A	3950A/3950A	3950A/3950A
HW/10KT	0/ 0	0/ 0	0/ 0
TW/10KT	0/ 0	0/ 0	0/ 0

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

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LDW	VREF	DRY	WET	DRY	WET
3450	128	3987	4773	5173	6077
3500	129	4020	4813	5223	6134
/ 3550	130	4054	4853	5273	6192
3600	131	4087	4893	5323	6250
3650	131	4121	4933	5374	6308
HW/KT		-24	-29	-28	-33
TW/KT		73	87	104	121

END TAKEOFF AND LANDING REPORT FBW 380 EDDM-EDDF 26OCT24



## [ Airport WX List ]

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EDDM --> EDDF FBW 380 / 26OCT2024  
LIDO/WEATHER SERVICE DATE : 26Oct2024 TIME : 02:07 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:

EDDM/MUC MUNICH

SA 260150 AUTO 10005KT 1100 0400 R08L/0800N R08R/1200U BCFG  
OVC001 10/10 Q1021 TEMPO 0600 FG  
FT 252300 2600/2706 07003KT 3500 BR OVC003  
TEMPO 2601/2608 0700 FG VV001  
BECMG 2608/2611 07008KT 6000 OVC005  
TEMPO 2611/2618 FEW008  
BECMG 2618/2622 07003KT 2000 BR OVC003  
TEMPO 2622/2706 0700 FG VV001

## Destination:

EDDF/FRA FRANKFURT/MAIN

SA 260150 AUTO 04006KT CAVOK 10/09 Q1020 NOSIG  
FT 252300 2600/2706 04006KT CAVOK  
PROB30 TEMPO 2602/2607 1200 BCFG  
PROB40 TEMPO 2607/2610 BKN007  
PROB40 TEMPO 2610/2613 BKN012  
TEMPO 2623/2706 1200 BCFG  
PROB40 TEMPO 2702/2706 0400 FG VV001

## Destination Alternates:

EDDL/DUS DUESSELDORF

SA 260150 AUTO 13003KT CAVOK 11/11 Q1018 NOSIG  
FT 252300 2600/2706 15009KT CAVOK  
BECMG 2622/2701 18004KT

AIRPORTLIST ENDED



[ NOTAM ]

-----  
 LIDO-NOTAM-BULLETIN INCLUDES NOTAM, COMP NOTAM AND AIP-REGULATION  
**VALID: 2410260240 - 2410260727** STD(EOBT)+TRIP+ALTN+3HRS  
 FBW 380 /26OCT OFP-NR: 1  
 ROUTE: EDDM - EDDF ALTN: EDDL  
 N0373F240 GIVMI6Q GIVMI Y101 ERNAS T161 DEBHI DEBHI1C

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**DEPARTURE AIRPORT - DETAILED INFO**  
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**EDDM/MUC           MUNICH**  
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+++++ AIRPORT +++++

- A5548/24**  
 TWY S6 AND TWY C5 ABM TWY S6 RESTRICTED TO ACFT ICAO CODE E.
- A5547/24**  
 CONSTRUCTION WORK ON APRON 1.  
 TXL E1 CENTERLINE AND BLUELINE **CLSD** BTN C5 AND ACFT STAND 118. TXL  
 E1 ORANGELINE **CLSD** BTN C5 AND ACFT STAND 119.  
 TXL C5 **CLSD** BTN E1 AND ENTRY S6.
- A5473/24**  
 ACFT DE-ICING AREA DA14S **CLSD** DUE TO WIP.
- A5474/24**  
 TWY B14 **CLSD** DUE TO WIP.
- A4819/24**  
 TWY C1 AND ENTRY N2 **CLSD**.

+++++ SID +++++

- A5023/24**  
 SID CHANGED DUE TO COVERAGE OF WLD **DVOR/DME:**  
**RWY 26R:** GIVMI1N: AMEND ON HEADING 299DEG TO INTERCEPT R119 WLD,  
 ON R119 WLD TO READ ON TRACK 299DEG. CLIMB WITH 4.9PCT  
 (300FT/NM) UNTIL PASSING 3700FT. AFTER PASSING 3700FT BRNAV EQPT  
 NECESSARY.  
 REF AIP **AD 2** EDDM 5-7-37 EFF 23 MAY 2019, 5-7-41 EFF 23 MAY 2019.

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

- A3933/24**  
**ILS GP RWY 08R**  
**GP** COVERAGE UP TO 15NM IN SECTOR 8DEG(L) TO 7DEG(R) IN RELATION TO  
 RCL AND DISTANCE TO THR, MNM INTERCEPTION ALT IN THIS AREA 3800FT  
 AMSL. (ICAO CLASSIFICATION III, E3).
- 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.



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DESTINATION AIRPORT - DETAILED INFO
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EDDF/FRA FRANKFURT/MAIN
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+++++ AIRPORT +++++

A5563/24

NEW TAXI RESTRICTION FOR A380: TWY R BETWEEN R13 AND S25 NOT PERMITTED.

A5432/24

MON-FRI 0530-1530, SAT 0530-1130
CONSTRUCTION EQPT IN DEP SECTOR RWY 18. PSN 16-291M BEYOND DEP END RWY 18, 99-226M EAST OF EXTD RCL. PSN EAST OF FOLLOWING COORDINATES: 495954N 0083140E, 495950N 0083140E, 495948N 0083140E. ELEV 341FT/17FT AGL, DAY AND NIGHT MARKED.

A5496/24 VALID: 21-OCT-24 2030 - 26-OCT-24 0500

DAILY 2030-0500
TWY N6 CLSD.

A5310/24

ACFT WILL BE DE-ICED WITH DEACTIVATED BROADBAND/MICROWAVE FUNCTIONS OF SATCOM SYSTEMS SUCH AS ONBOARD INTERNET OR TELEVISION ONLY, DUE TO UNKNOWN RADIO EMISSION LEVEL. DE-ICING PROCEDURE REMAINS UNCHANGED ACCORDING TO AIP EDDF 2.20 LOCAL AERODROME REGULATIONS.

A5295/24

OCA(H) VALUES RAISED AS FOLLOWS:
LNAV Y RWY 25L: ACFT CATEGORIES A-C 810 (440) FT, D UNCHANGED.
LNAV Z RWY 25L: ACFT CATEGORIES A-C 810 (440) FT, D UNCHANGED. DUE TO CRANE AT 500146N 0083444E. ELEV 555FT, MARKED AND LIGHTED.

A5213/24

TWY L9 CLSD.

A5211/24

TWY N3 CLSD NORTH OF ACFT STAND B41 DUE WIP.

A4970/24

OCA(H) RAISED AS FOLLOWS:
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 C 706 (378), 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 (1160 M BEYOND THR 07C, 810M N OF RCL), JIB LENGTH 77M. ELEV 568FT / 227FT AGL.
AND DUE TO MOBILE CRANES 500233N 0083243N (1100M BEYOND THR 07C, 760M N OF RCL), ELEV 555FT / 214FT AGL.
ALL CRANES DAY AND NIGHT MARKED.

A4760/24

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

A4759/24

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

A4758/24

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

A4757/24

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.



**A4752/24**

NEW HELICOPTER STAND INSTALLED:  
H701 - N 50 01 18.37 E 008 31 54.75.

**A4364/24**

**TWY DP2 CLSD.**

**A2093/24**

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

**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 +++++

**A5495/24 VALID: 21-OCT-24 2100 - 26-OCT-24 0500**

DAILY 2100-0500  
**RWY 07C/25C CLSD.**

**A5494/24 VALID: 21-OCT-24 2100 - 26-OCT-24 0300**

DAILY 2100-0300  
**RWY 18 CLSD.**

**A5493/24 VALID: 21-OCT-24 2100 - 26-OCT-24 0245**

DAILY 2100-0245  
**RWY 07L/25R CLSD.**

**A4124/24**

DAILY 0400-1800  
**WIP RWY 18** IN MNM DIST OF 75M EAST AND WEST FROM RCL.

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

**A5306/24**

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

**A5305/24**

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

**A5304/24**

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

**A1169/24**

**ILS RWY 25R(Z), DME** IFNW:  
**LOC** COVERAGE UP TO 17NM IN SECTOR 26DEG(L) - 25DEG(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.



=====
DESTINATION ALTERNATE AIRPORT(S)
=====

EDDL/DUS DUESSELDORF
-----

+++++ AIRPORT +++++

A5455/24

STEELPLATES ON FLW PARTS OF MOVEMENT AREA:
TWY Y, INT TWY L7 AND TWY Y. TAXI WITH CAUTION.

A5290/24

TWY P4 BTN TWY M AND TWY R CONSTRUCTION PHASE 2 ACTIVE. REF AIP
SUP IFR 04/24.

A5272/24

FUEL 100LL NOT AVBL AT GENERAL AVIATION TERMINAL.

A4384/24

WHEN INSTRUCTED TO HOLD SHORT OF TWY L9, STAY ON TWY M/T1/G CLEAR
OF THE INTERMEDIATE HOLDING MARKING. DO NOT ENTER TWY L9 UNLESS
CLEARED TO THE HOLDING POINT OF RWY 05R IN TWY L9.
REF AIP AD 2 EDDL 2-5, 2-7, 2-9 EFF 11 JUL 2024.

A4037/24

DUESSELDORF VOR/DME DUS 115.15MHZ/CH98Y, ON TEST. DO NOT USE,
FALSE INDICATIONS POSS.

A3006/24

OCA(H) VALUES RAISED AS FOLLOWS:
ILS CAT I RWY 05L: ACFT CATEGORY A 358(242)FT, B 370(254)FT,
C 379(263)FT, D 389(273)FT, DL 389(273)FT
LNAV/VNAV RWY 05L: ACFT CATEGORY B 527(411)FT, A, C-D UNCHANGED
ILS CAT I RWY 23R: ACFT CATEGORY A 322(199)FT, B 334(211)FT,
C 354(231)FT, D 364(241)FT, DL 364(241)FT
ILS CAT II RWY 23R: ACFT CATEGORY A 232(109)FT, B 248(125)FT,
C 261(138)FT, D 276(153)FT, DL 276(153)FT
ILS CAT I RWY 05R: ACFT CATEGORY C 328(208)FT, D 338(218)FT,
DL 338(218)FT, A-B UNCHANGED
LOC RWY 05R: ACFT CATEGORY A 560(440)FT, B-D UNCHANGED
LNAV/VNAV RWY 05R: ACFT CATEGORY B 572(452)FT, A, C-D UNCHANGED
ILS CAT I RWY 23L: ACFT CATEGORY B 290(152)FT, A, C-DL UNCHANGED
ILS CAT II RWY 23L: ACFT CATEGORY A 185(47)FT, B 203(65)FT,
C 214(76)FT, D 229(91)FT, DL UNCHANGED
DUE TO NEW OBSTACLE SURVEY.
AIP AD 2 EDDL 4-2-1, 4-2-2, 4-2-3, 4-2-4, 4-6-2, 4-6-4 REFERS.

A3005/24

MSA BASED ON DUS VOR/DME AND MSA BASED ON EDDL ARP CHANGED AS FLW:
MSA SECTORISATION BASED ON DUS VOR/DME CHANGED:
SECTOR CLOCKWISE BTN 230 AND 330DEG INBOUND DUS VOR/DME,
RADIUS 25NM: 2900FT MSL.
SECTOR CLOCKWISE BTN 330 AND 230DEG INBOUND DUS VOR/DME,
RADIUS 25NM: 2400FT MSL.
MSA BASED ON EDDL ARP RAISED TO 2900FT MSL.
DUE TO NEW OBSTACLE SURVEY.
AIP AD 2 EDDL 3-1-2, 3-1-4, 3-1-5, 3-1-6, 3-1-7, 3-1-8, 4-2-1,
4-2-2, 4-2-3, 4-2-4, 4-3-1, 4-3-2, 4-4-1, 4-4-2,
4-6-1, 4-6-2, 4-6-3, 4-6-4, 5-7-3, 5-7-5, 5-7-9, 5-7-13, 5-7-17
REFERS.

A4939/23

INTERSECTION TWY L3/TWY M
FROM TWY M TO TWY T AND VICE VERSA LIMITED TO MAX ACFT CODE LETTER
C.





+++++ RUNWAY +++++

**A5465/24**

**RWY 05L/23R, AVBL** ONLY DRG UNPLANNED CLOSURES OF **RWY 05R/23L** AND DRG FLW TIMES:

- OCT 21 0400-0559, 0800-1059, 1300-1659, 1900-1959
- OCT 22 0400-0559, 0800-1059, 1300-1359, 1500-1659, 1900-1959
- OCT 23 0400-0559, 1500-1759, 1900-1959
- OCT 24 0400-0559, 0900-1159, 1500-1759, 1900-1959
- OCT 25 0400-0559, 1000-1659, 1900-1959
- OCT 26 0400-0559, 1000-1159, 1300-1359, 1900-1959
- OCT 27 0500-0659, 1300-1359, 1600-1759, 2000-2059

+++++ SID +++++

**A5438/24**

CHANGES TO SID CODING EFF 28 NOV 2024. **RWY 23R** KUMIK 4H AND COL 4H AMEND GPS/FMS RNAV DESCRIPTION DL240(L) TO READ DL240(A3000+, L). AIP WILL BE UPDATED ON AMDT 13/24.  
 REF AIP **AD 2** EDDL 5-7-8 EFF 28 NOV 2024.

**A5423/24**

CHANGES TO SID OCCUR DUE TO RENEWAL OF DUS **VOR/DME**:  
 SUBSTITUTE ALL DUS **DME** READINGS WITH THE SAME DID **DME** READINGS.  
 DUESSELDORF INTERIM **DME** DID FREQ 117.9MHZ/CH126X.  
 GPS/FMS RNAV OVERLAY REMAIN UNCHANGED.

**RWY 05R:**

ALL SID: AMEND ON R053 DUS TO READ ON **RWY** TRACK.  
 SONEB 5Z, MEVEL 9Z, MODRU 6Z AND NETEX 3Z ADD REMARK: WHEN PASSING 2300 BRNAV EQUIPMENT NECESSARY.  
 REF **AD 2** EDDL 5-7-11, 5-7-12 AND 5-7-13 ALL EFF 25 MAR 2021.

**RWY 05L:**

ALL SID: AMEND ON R053 DUS TO READ ON TRACK 056DEG.  
 SONEB 5J, MEVEL 8J, MODRU 6J AND NETEX 3J ADD REMARK: WHEN PASSING 2300 BRNAV EQUIPMENT NECESSARY.  
 REF **AD 2** EDDL 5-7-15, 5-7-16 AND 5-7-17 ALL EFF 25 MAR 2021.

**A4066/24**

CHANGES TO SID DUE TO NAVAID COVERAGE OF NVO DVORTAC:  
 GPS/FMS RNAV OVERLAY REMAIN UNCHANGED.

**RWY 23L/R:**

SONEB 7T/3H AND MEVEL 3T/3H AMEND RT, ON R003 NVO TO READ RT, ON TRACK 003DEG. ADD PDG 5.8 PERCENT (355FT/NM) UNTIL PASSING 2200FT. CHG REMARK: AFTER PASSING 2200 BRNAV EQPT NECESSARY.  
 REF **AD 2** EDDL 5-7-1, 5-7-3, 5-7-7 AND 5-7-9 ALL EFF 25 MAR 2021.

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

**A5466/24**

**ILS RWY 05R** ON TEST. DO NOT USE, FALSE INDICATION POSS.

**A5439/24**

FLW CHG TO MISSED APCH PROC, DUE TO BAD SIGNAL STRENGTH OF LMA **NDB**:

**ILS/LOC/NDB RWY 05R:**

CLIMB STRAIGHT AHEAD TO 2.8DME IDNE (3.0DME DID) .  
 LT INTERCEPT TRACK 267DEG INBOUND LMA CLIMBING 4000.  
 DUESSELDORF INTERIM **DME** DID FREQ 117.9MHZ/CH126X.  
 RNAV(GPS) MISSED APCH REMAINS UNCHANGED.  
 REF AIP **AD 2** EDDL 4-2-3 EFF 25 JAN 2024, 4-4-2 DATED 04 NOV 2021.



**A5424/24**

APCH PROC CHANGED DUE TO RENEWAL OF DUS **VOR/DME** :  
**RWY 05L/R** SUBSTITUTE ALL DUS **DME** READINGS WITH THE SAME DID **DME** READINGS. DUESSELDORF INTERIM **DME** DID FREQ 117.9MHZ/CH126X.  
**RWY 23L/R** ON FAS DID **DME U/S**. **VOR** APCH TEMPO **SUSPENDED**.  
**ILS/LOC 23R**: IN CASE OF OUTAGE OF IDNW **DME** AMEND **GP** VERIFICATION CHECKPOINT 5.5 **DME** IDNW TO READ 6.3 **DME** IDNE. **LOC** APCH TEMPO **SUSPENDED**.  
**ILS/LOC 23L**: IN CASE OF OUTAGE OF IDSW **DME** AMEND **GP** VERIFICATION CHECKPOINT 5.4 **DME** IDSW TO READ 6.3 **DME** IDNE. **LOC** APCH TEMPO **SUSPENDED**.  
 REF **AD 2** EDDL 4-2-1/-2 EFF 25 JAN 2024, 4-3-1/-2 DATED 04 NOV 2021.

**A4023/24**

CHANGES TO MISSED APCH PROC DUE TO BAD SIGNAL STRENGTH OF BOT **NDB** :  
**ILS/LOC RWY 23L/R**:  
 AMEND MISSED APCH PROC TO READ:  
 CLIMB STRAIGHT AHEAD TO 2.8DME IDNE / 2.6DME DID, RT OUBD ON R042 MHV TO BOT CLIMBING 4000. EXP PICK UP BY ATC.  
 DUESSELDORF INTERIM **DME** DID FREQ 117.9MHZ/CH126X.  
 MISSED APCH RNAV (GPS) REMAINS UNCHANGED.  
 REF **AD 2** EDDL 4-2-1, 4-2-2 BOTH EFFECTIVE 25 JAN 2024, 4-3-1 AND 4-3-2 BOTH DATED 04 NOV 2021.

=====  
**EXTENDED AREA AROUND DEPARTURE**  
 =====

**EDMM**                    **MUNICH FIR**  
 -----

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

**B0999/24**

SECURITY - HAZARDOUS SITUATION IN LEBANON  
 CIVIL GERMAN AIR OPERATORS ARE RECOMMENDED NOT TO ENTER FIR BEIRUT. POTENTIAL RISK FROM ANTI-AVIATION WEAPONRY, MILITARY OPERATIONS AND ARMED CONFLICTS.

**B0998/24**

SECURITY HAZARDOUS SITUATION IN IRAN  
 CIVIL GERMAN AIR OPERATORS ARE RECOMMENDED NOT TO ENTER FIR TEHRAN (OIIX). POTENTIAL RISK FROM ESCALATING CONFLICT AND ANTI-AVIATION WEAPONRY.  
 THIS NOTAM OVERRULES THE RECOMMENDATION PROVIDED IN CURRENTLY APPLICABLE AIC.

**B0922/24**

ICAO ACFT TYPE B752/B753 IS GROUPED INTO WAKE TURBULENCE **CAT** HEAVY BY GERMAN ANSP DFS.  
 PILOTS OF SUCH ACFT REQUIRING WAKE TURBULENCE SEPERATION IN ACCORDANCE WITH WAKE TURBULENCE **CAT** MEDIUM ARE REQ TO REPORT TO ATC IN DUE TIME AND OF THEIR OWN ACCORD.

**B0905/24**

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.



**B0837/24**

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 3.4-70 THRU GEN 3.4-75 REFER).

**B0836/24**

PUBLICATION OF CTA/UTA IN DELEGATED AIRSPACE OVER AUSTRIAN TERRITORY:  
IN GERMAN AIP CTA/UTA DATA ARE PUBLISHED IN ENR 2.1. EVEN SO CTA/UTA ARE DESCRIBED CONSISTING OF THE FOLLOWING SECTORS, MUENCHEN CTA AND KARLSRUHE UTA END AT THE GERMAN-AUSTRIAN BORDER AND ARE NOT VALID OVERHEAD WIEN FIR.  
PUBLISHED BOUNDARIES OF ATC SECTORS EDUUALP 14-44, EDUUCHI 14-44, EDMMZUG, EDMMTEG, EDMMTRU AND EDMMSTA ARE NOT AFFECTED.  
(AIP GERMANY PAGES ENR 2.1-87FF REFERS).

=====  
**EXTENDED AREA AROUND DESTINATION**  
=====

**EDGG                    LANGEN FIR**  
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+++++ FIR/UIR +++++

**B0999/24**

SECURITY - HAZARDOUS SITUATION IN LEBANON  
CIVIL GERMAN AIR OPERATORS ARE RECOMMENDED NOT TO ENTER FIR BEIRUT. POTENTIAL RISK FROM ANTI-AVIATION WEAPONRY, MILITARY OPERATIONS AND ARMED CONFLICTS.

**B0998/24**

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PUBLISHED BOUNDARIES OF ATC SECTORS EDUUALP 14-44, EDUUCHI 14-44, EDMMZUG, EDMMTEG, EDMMTRU AND EDMMSTA ARE NOT AFFECTED.  
(AIP GERMANY PAGES ENR 2.1-87FF REFERS).

+++++ WAYPOINT +++++

**C1537/22**

HAMM DVOR/DME HMM 115.65 / CH103Y RANGE OF DVOR R199 LIMITED TO 39NM.

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

**B0672/24**

MON THU 1100-SS, FRI-SUN 0800-SS  
PJE 2NM RADIUS CENTERED ON 493322N 0092106E BUCHEN (27.6NM ENE NECKAR NDB NKR).  
F) GND G) FL140

**B0209/19**

RESTRICTED AREA EDR312 TRA KLEVE DEACTIVATED.  
F) FL285 G) FL660

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**EXTENDED AREA AROUND DESTINATION ALTERNATE AIRPORT(S)**  
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**EDGG                    LANGEN FIR**  
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Please see section EXTENDED AREA AROUND DESTINATION

=====  
**AREA ENROUTE DEPARTURE - DESTINATION**  
=====

**EDGG                    LANGEN FIR**  
-----

Please see section EXTENDED AREA AROUND DESTINATION



[ 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.

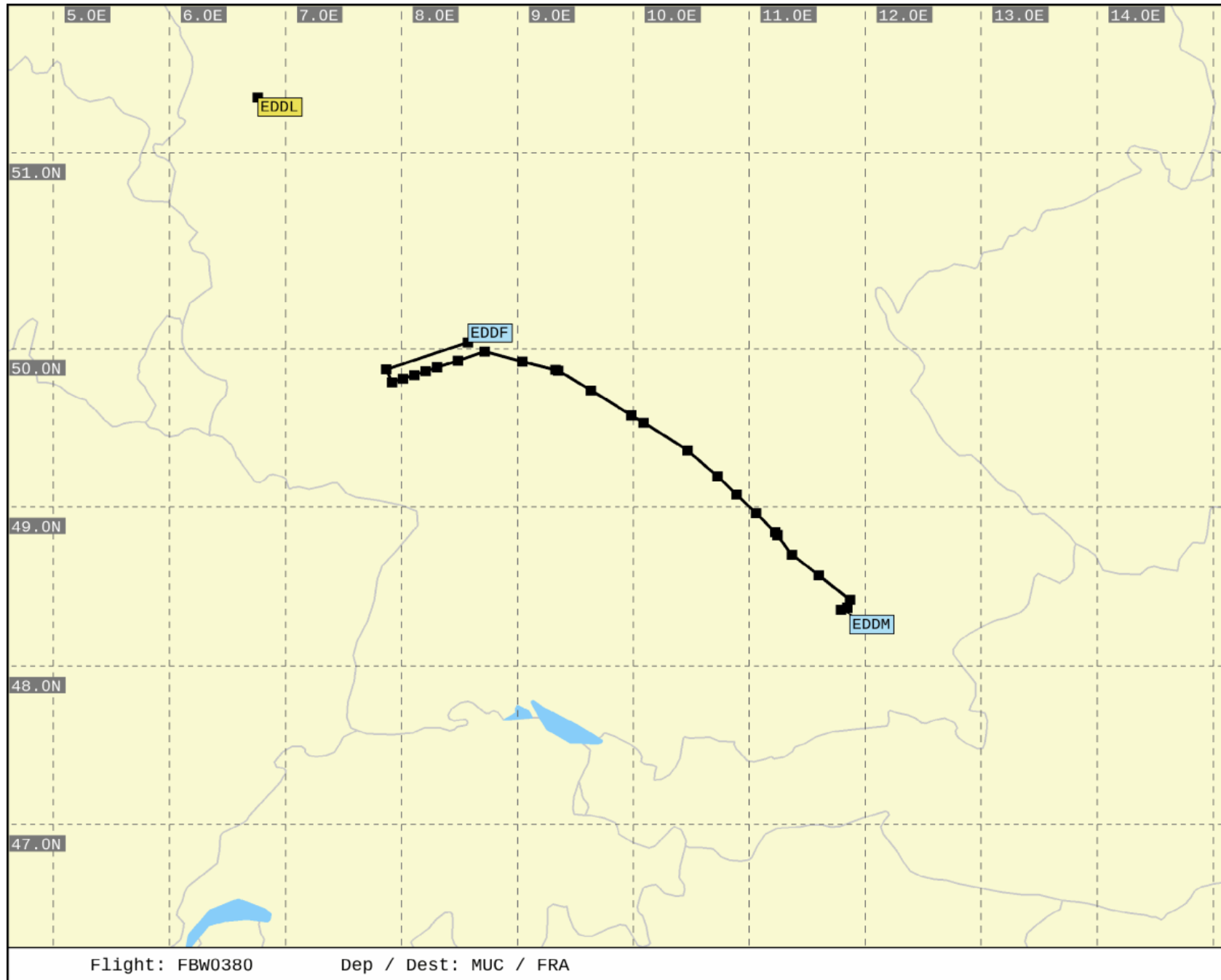
**SB003/13**

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.

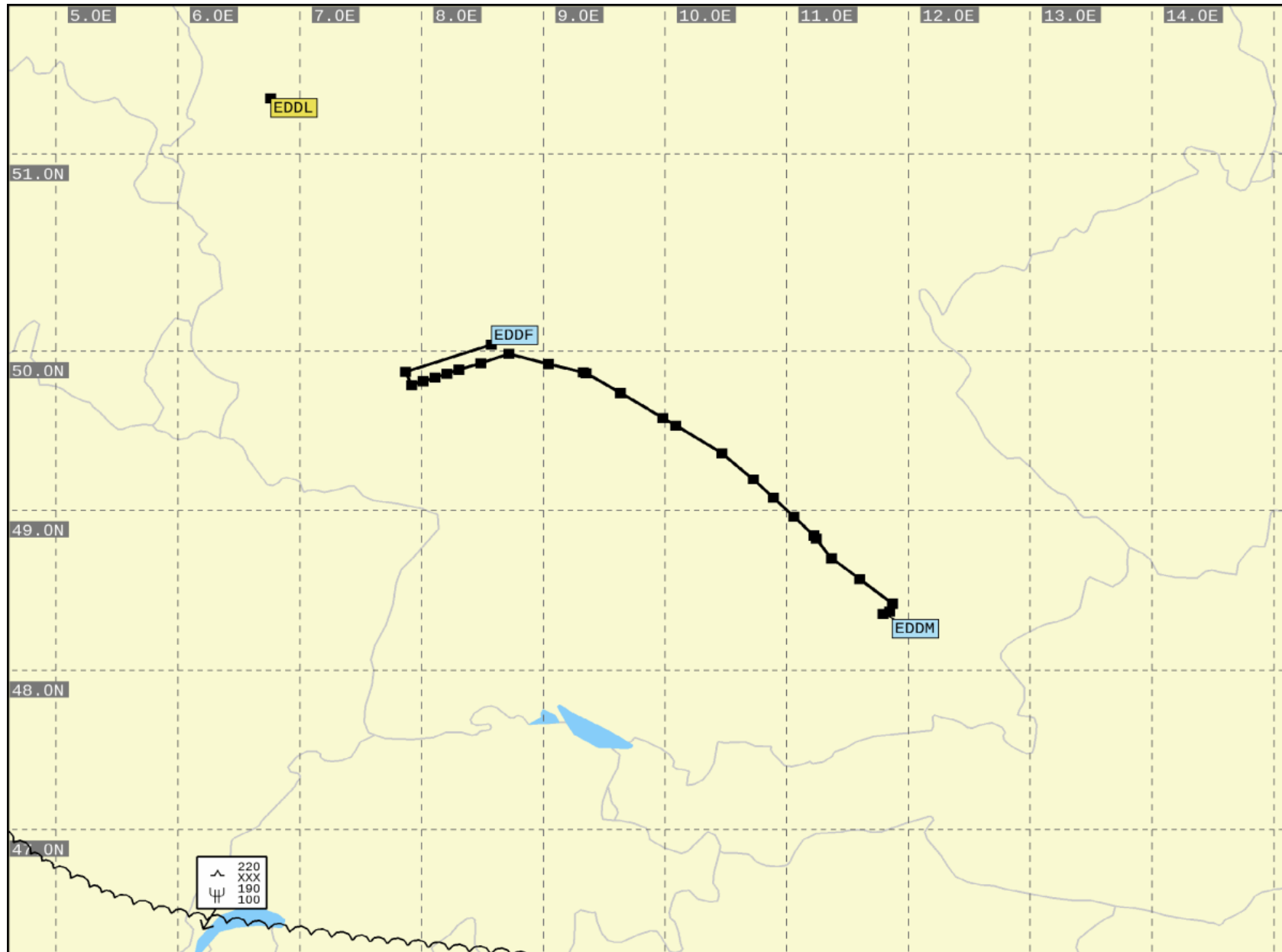
=====  
**CREW BULLETIN**  
=====

NIL

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



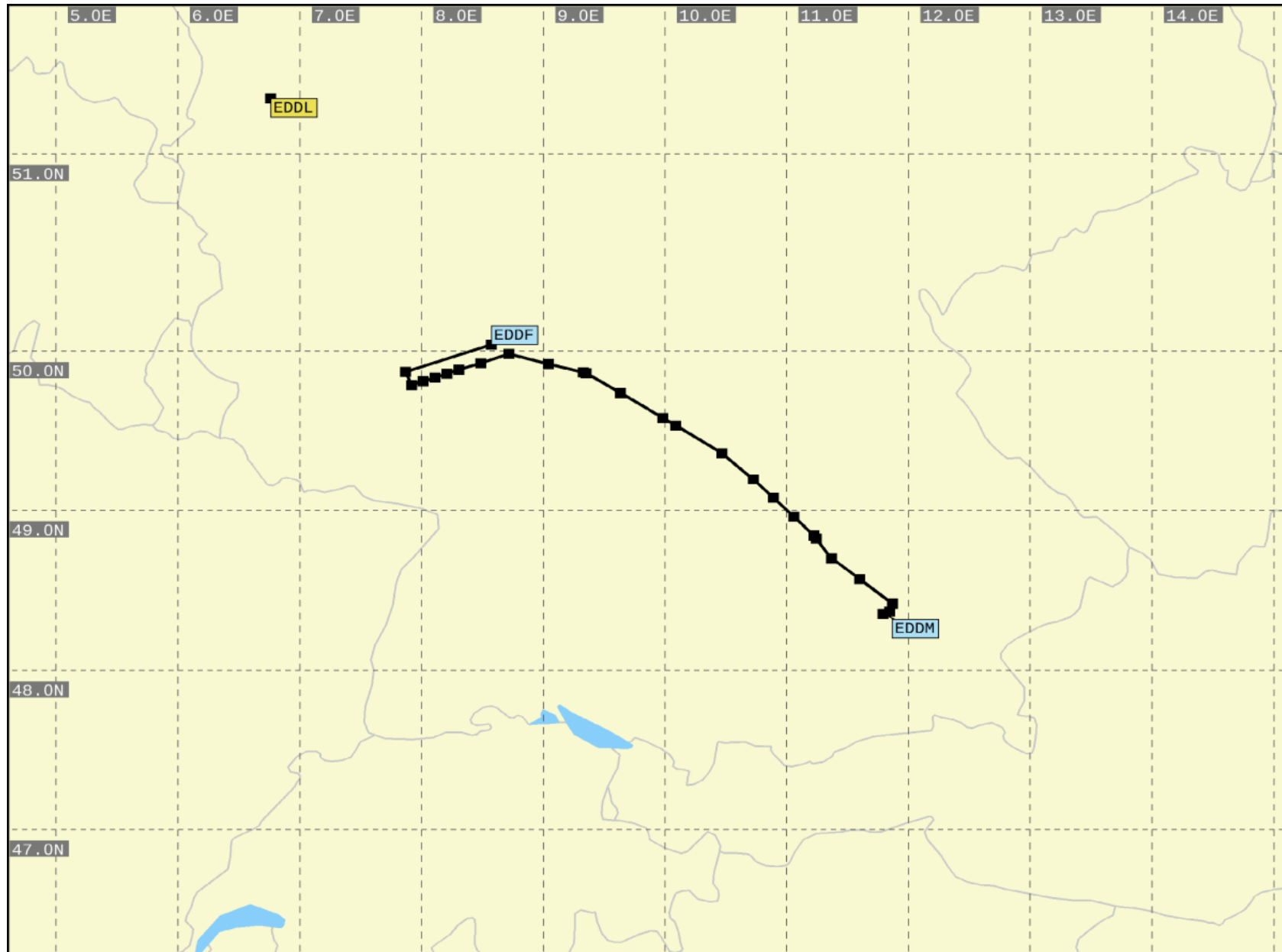
- Not for real world navigation -



SIG WX FL 100-450 WASHINGTON  
 VALID 06 UTC ON 26.Oct.2024

Flight: FBW0380

Dep / Dest: MUC / FRA

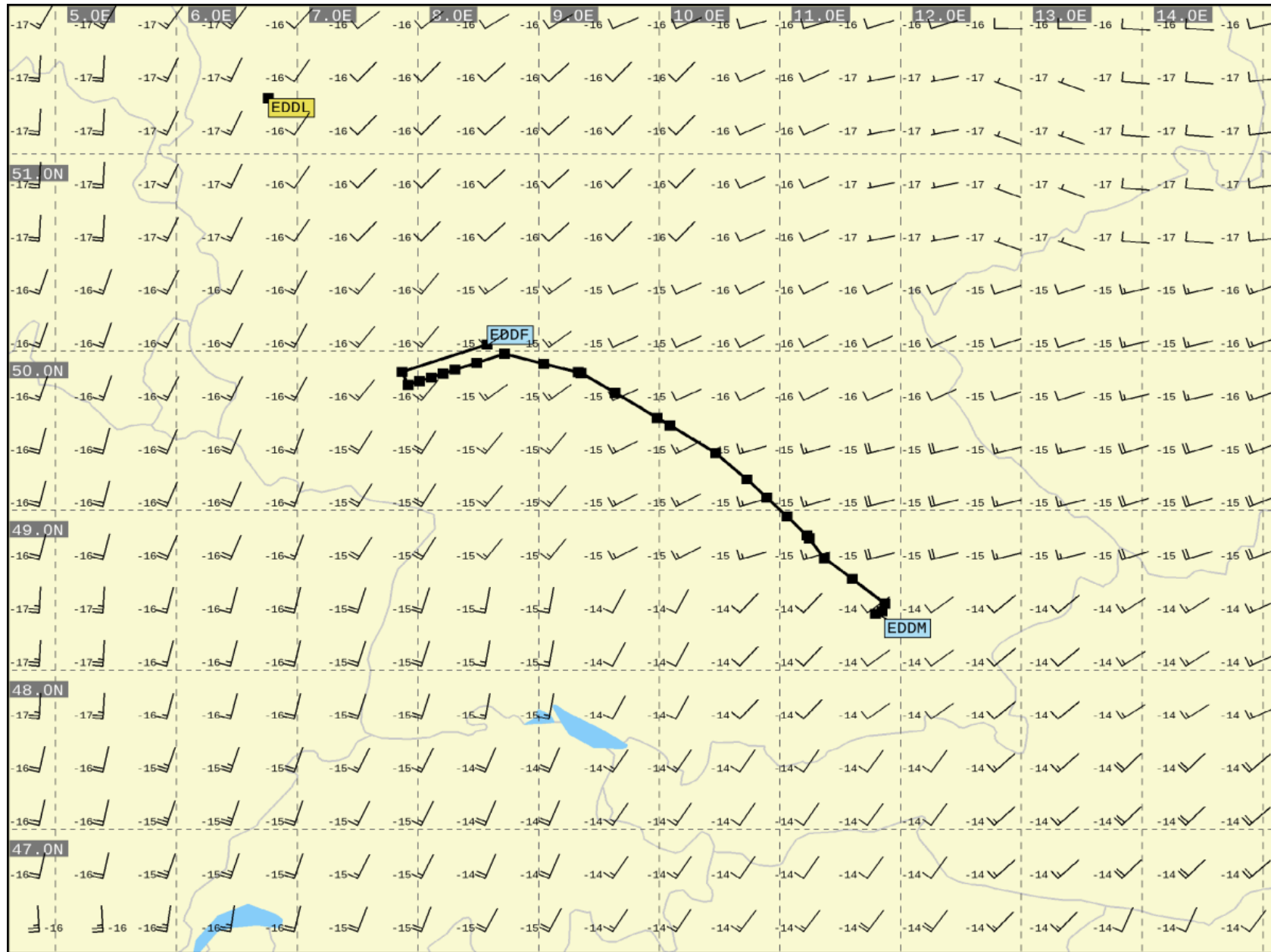


SIG WX FL 250-630 WASHINGTON  
VALID 06 UTC ON 26.Oct.2024

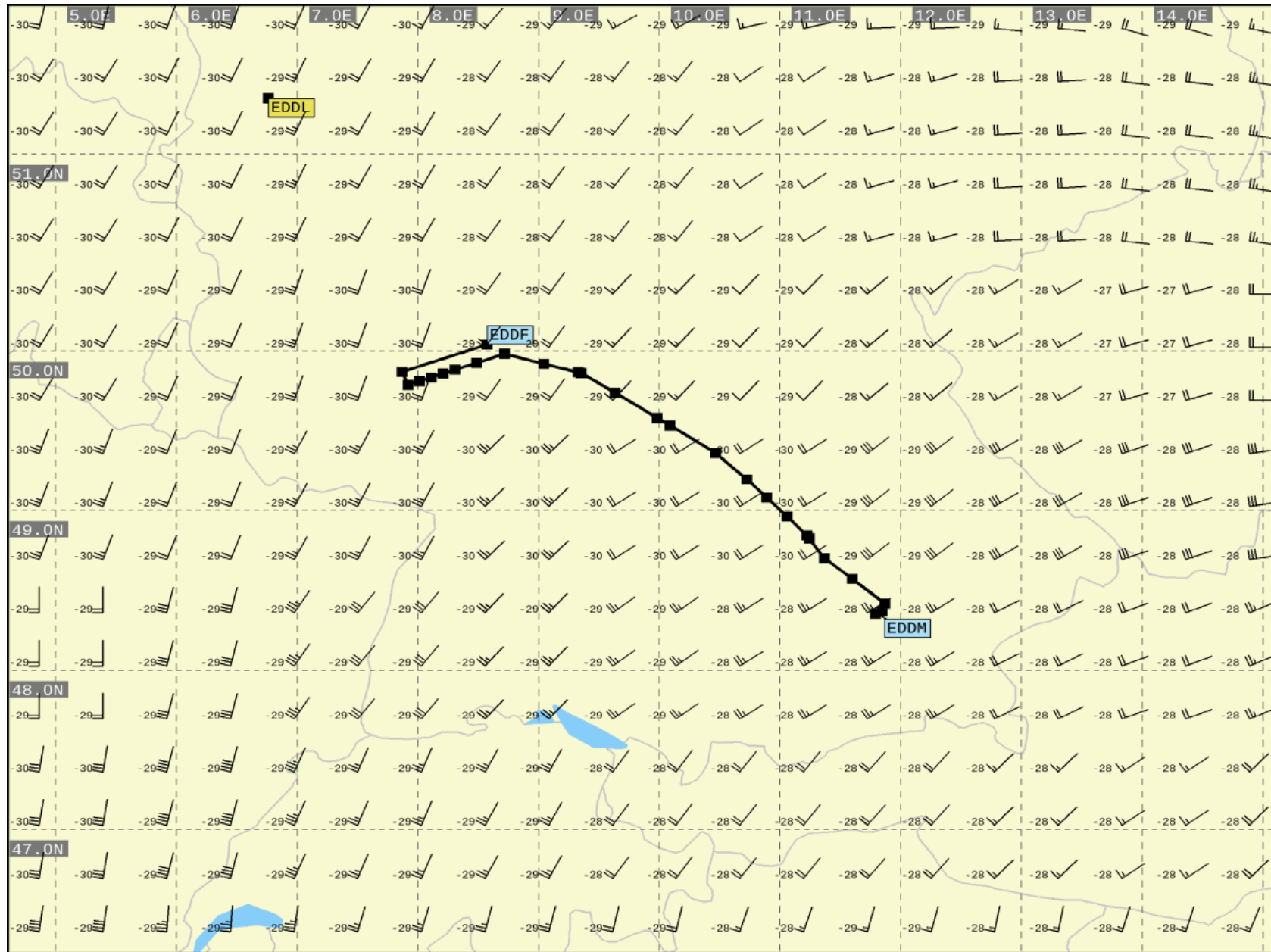
Flight: FBW0380

Dep / Dest: MUC / FRA

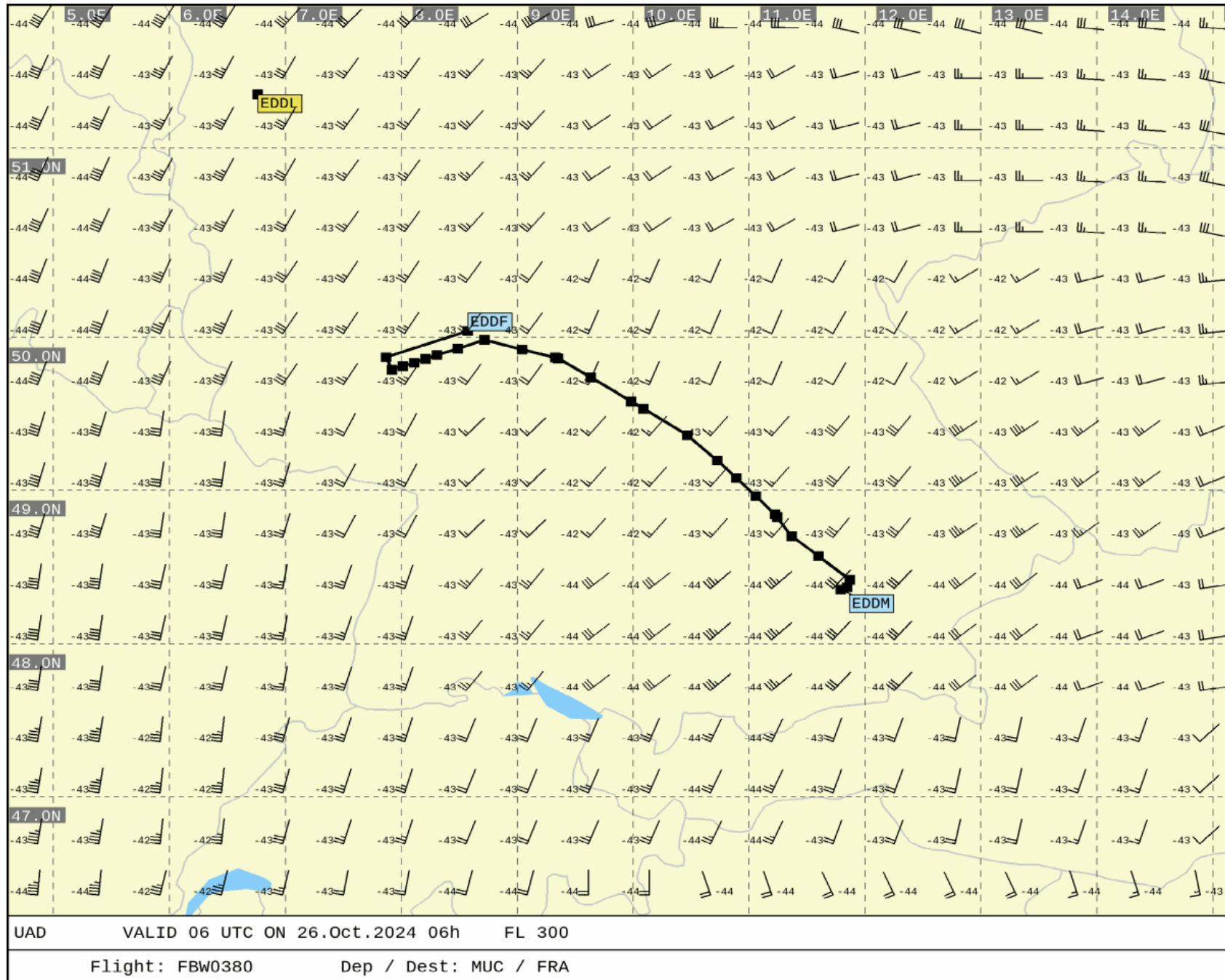


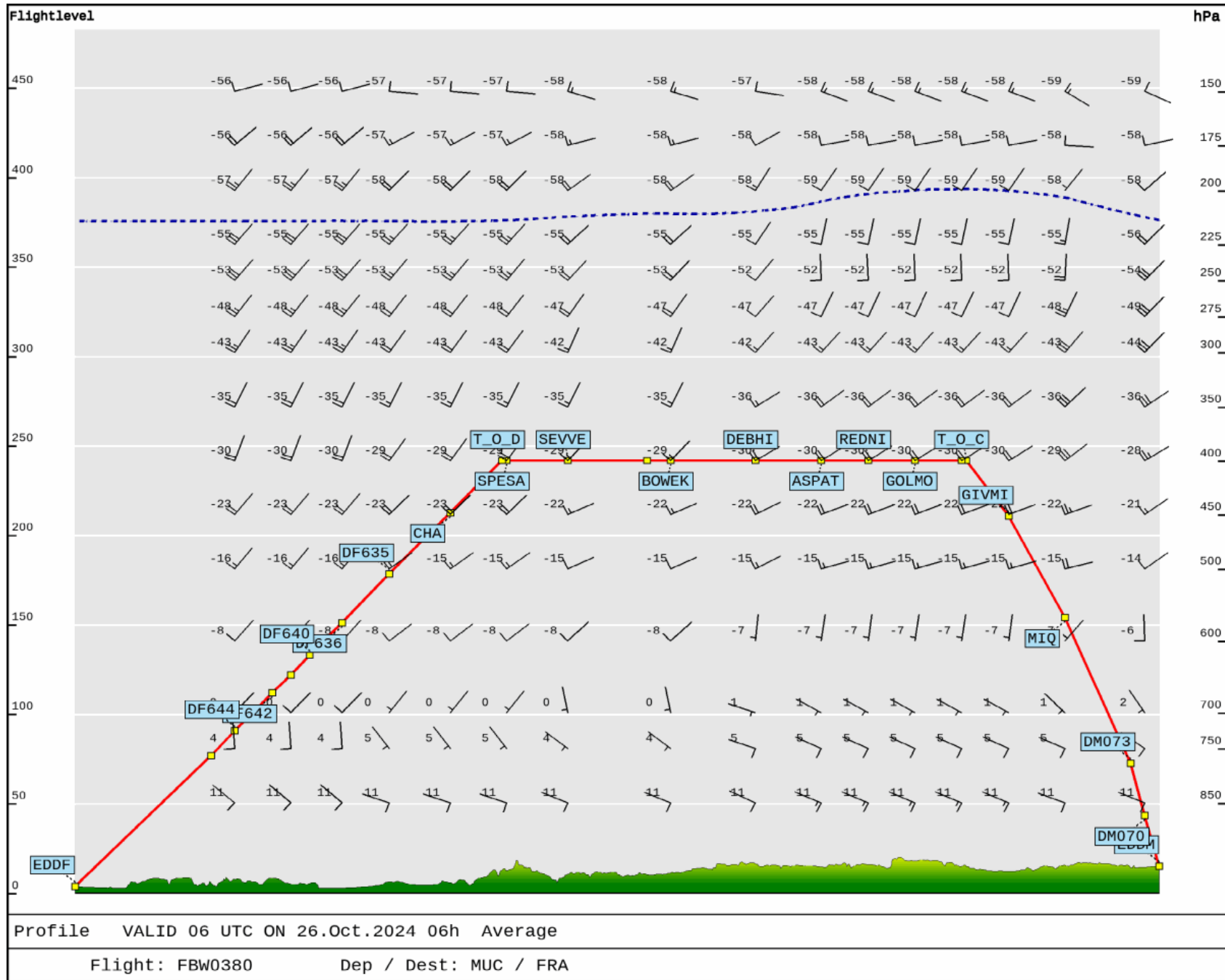


UAD                    VALID 06 UTC ON 26.Oct.2024 06h                    FL 180  
 Flight: FBW0380                    Dep / Dest: MUC / FRA



UAD VALID 06 UTC ON 26.Oct.2024 06h FL 240  
 Flight: FBW0380 Dep / Dest: MUC / FRA







**End of Document: Total Number of Pages: 29**