



[OFF]

CY7018 12JUN2026 LFPO-LKPR A20N DAACE RELEASE 1026 12JUN26
OFF 1 ORLY-RUZYNE
WX PROG 1209 1212 1215 OBS 1206 1206 1206

ATC C/S CYB7018 LFPO/ORY LKPR/PRG CRZ SYS CI 10
12JUN2026 DAACE 1115/1125 1243/1252 GND DIST 553
FBW A32NX / LEAP-1A26 STA 1215 AIR DIST 510
CTOT:.... G/C DIST 471

MAXIMUM TOW 79000 LAW 67400 ZFW 64300 AVG WIND 311/059
ESTIMATED TOW 63893 LAW 61176 ZFW 58308 AVG W/C P033
AVG ISA P003

AVG FF KGS/HR 2076

FUEL BIAS P00.0

TKOF ALTN

ALTN EDDP

FL STEPS LFPO/0350/VALEK/0370

DISP RMKS LOAD DISTRIBUTION ECO 139 BUS 13 BAG 2413
PLANNED OPTIMUM FLIGHT LEVEL

PLANNED FUEL-----
FUEL ARPT FUEL TIME

TRIP PRG 2717 0118

CONT 5 MIN 173 0005

ALTN LEJ 1721 0052

FINRES 863 0030

MINIMUM T/OFF FUEL 5474 0246-----
FOB ADD 111 0003-----
T/OFF FUEL 5585 0249

TAXI ORY 115 0010

BLOCK FUEL ORY 5700

PIC EXTRA

TOTAL FUEL

REASON FOR PIC EXTRA

FMC INFO:

FINRES+ALTN 2584

TRIP+TAXI 2832

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: EBONY HARDY

PIC NAME: ., ...

TEL: +1 800 555 0199

PIC SIGNATURE:



ALTERNATE ROUTE TO:				FINRES				863
APT	TRK	DST	VIA	FL	WC	TIME	FUEL	
EDDP/26R	316	250	ARTUP5B ARTUP DCT BEFRE DCT IVQOQ T951 YAWOY YAWOY1V	300	M033	0052	1721	

EDDM/26R	223	197	DOBEN5B DOBEN DCT NIRGO T108 LANDU LANDU2B	260	P004	0042	1401
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MEL/CDL ITEMS DESCRIPTION

ROUTING:

ROUTE ID: DEF RTE

LFPO/25 RANUX2R RANUX DCT VALEK DCT LIPNI UN858 LIMGO DCT BITBU Z140
ODVUX DCT RUDUS DCT BOMBI DCT BOREP DCT TONSU Z35 ODOMO DCT LOMKI
LOMKI9R LKPR/30

DEPARTURE ATC CLEARANCE:

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OPERATIONAL IMPACTS

WEIGHT CHANGE UP 1.0	TRIP P 0034 KGS	TIME P 0000
WEIGHT CHANGE DN 1.0	TRIP M 0024 KGS	TIME P 0000
FL CHANGE UP FL1	TRIP M 0008 KGS	TIME P 0000
FL CHANGE DN FL1	TRIP P 0006 KGS	TIME P 0001
FL CHANGE DN FL2	TRIP P 0008 KGS	TIME P 0002
SPD CHANGE CI 0	TRIP M 0010 KGS	TIME P 0000
SPD CHANGE CI 50	TRIP P 0053 KGS	TIME M 0001

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ATIS:.
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RVSM: ALT SYS LEFT:

STBY:

RIGHT:

-----TIMES

	ESTIMATED	SKED	ACTUAL
OUT	1115Z/1315L	1115Z/1315L	Z
OFF	1125Z/1325L	1125Z/1325L	Z
ON	1243Z/1443L	1206Z/1406L	Z
IN	1252Z/1452L	1215Z/1415L	Z
BLOCK TIME	0137	0100	.....

-----WEIGHTS

	EST	MAX	ACTUAL	
PAX	152		.....	
BAG/CARGO	3.0		.....	
PAYLOAD	15.8		.....	
ZFW	58.3	64.3	.....	
FUEL	5.7	11.9	.....	POSS EXTRA 6.2
TOW	63.9	70.1	LDG.....	
STAB TRIM			.....	
LAW	61.2	67.4	.....	

-----TERRAIN CLEARANCE CHECK

DD CHECK - TERRAIN CLEARANCE CHECK DISABLED

DP CHECK - TERRAIN CLEARANCE CHECK DISABLED



FLIGHT LOG

MOST CRITICAL MORA 05500 FEET AT BAROB///MXSHR 03 AT BAROB

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
ORLY LFPO	N4843.4 E00222.8	0000	...	26	253 254 553	243	M021		5.6	0.1
RANUX2R P0241 P0241	N4842.4 E00217.3	0001 0001	...	032 26 4	237 238 549	.40 243	285/024 M021	12 P03 428	5.4	0.3
RANUX2R P0243 P0243	N4840.9 E00213.6	0001 0002	...	052 26 3	151 153 546	.41 257	302/033 M016	11 P06 428	5.3	0.4
RANUX2R P0300 P0300	N4829.6 E00222.1	0002 0004	...	127 25 13	082 084 533	.57 403	317/033 P032	M00 P10 433	5.1	0.6
RANUX2R P0302 P0302	N4831.4 E00251.0	0003 0007	...	200 27 19	047 048 514	.66 451	303/045 P034	M17 P08 429	4.9	0.8
RANUX2R BATAG BATAG	N4849.4 E00322.3	0003 0010	...	271 30 27	061 063 487	.78 483	301/045 P011	M32 P07 429	4.6	1.1
RANUX2R RANUX RANUX	N4908.3 E00421.7	0006 0016	...	339 27 43	065 067 444	.78 474	303/041 P019	M49 P04 425	4.4	1.3
DCT T O C	N4911.4 E00433.0	0000 0016	...	350 35 8	066 067 436	.78 452 475	305/046 P023	M52 P03 427	4.4	1.3
DCT VALEK VALEK	N4930.9 E00546.9	0007 0023	...	350 35 52	067 069 384	.73 424 456	303/063 P032	M52 P03 416	4.2	1.5
DCT LIPNI LIPNI	N4931.8 E00550.7	0001 0024	...	354 35 3	066 069 381	.75 430 462	305/063 P032	M56 P01 416	4.1	1.6
BRUSSELS UIR -EBUR	N4931.6 E00550.0	0000 0024	...	0	381					
UN858 LIMGO LIMGO	N4938.2 E00616.9	0002 0026	...	370 34 18	024 027 363	.75 429 461	305/063 P032	M56 P01 416	4.1	1.6



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

HANNOVER UIR -EDVV	N4948.9 E00625.6	0001 0027	...	...	12	351				
DCT				370	045	.76	308/065	M56	4.0	1.7
BITBU	N4959.0	0002	...	41	048	436	M017	P01		
BITBU	E00633.7	0029	...	11	340	419	1	413	....	....
RHEIN UIR -EDUU	N4958.8 E00633.4	0000 0029	...	...	0	340				
Z140				370	085	.75	308/065	M56	3.9	1.8
AGBUL	N5005.6	0001	...	38	088	433	P007	P01		
AGBUL	E00645.4	0030	...	10	330	440	1	413	....	....
Z140				370	090	.74	308/065	M56	3.9	1.8
ODVUX	N5005.7	0001	...	42	093	427	P048	P01		
ODVUX	E00652.8	0031	...	5	325	475	1	413	....	....
DCT				370	085	.74	311/069	M56	3.7	2.0
RUDUS	N5002.9	0006	...	41	088	426	P052	P01		
RUDUS	E00804.7	0037	...	46	279	478	2	412	....	....
DCT				370	090	.74	312/071	M56	3.6	2.1
BOMBI	N5003.4	0003	...	39	093	427	P048	P01		
BOMBI	E00848.0	0040	...	28	251	475	1	397	....	....
DCT				370	085	.74	318/078	M55	3.4	2.3
BOREP	N4957.9	0009	...	40	089	427	P052	P02		
BOREP	E01037.7	0049	...	71	180	479	2	386	....	....
DCT				370	088	.74	317/078	M55	3.3	2.4
TONSU	N4958.2	0003	...	50	092	427	P048	P02		
TONSU	E01113.5	0052	...	23	157	475	2	386	....	....
Z35				370	089	.74	321/079	M55	3.2	2.5
BAROB	N4957.4	0002	...	55	093	427	P048	P02		
BAROB	E01137.0	0054	...	15	142	475	3	376	....	....
Z35				370	087	.74	321/079	M55	3.2	2.5
RONIG	N4956.8	0002	...	52	091	427	P049	P02		
RONIG	E01156.0	0056	...	12	130	476	3	376	....	....
Z35				370	089	.74	321/079	M55	3.1	2.6
T O D	N4956.3	0001	...	42	092	427	P046	P02		
	E01216.1	0057	...	13	117	473	3	376	....	....
Z35				360	088	.78	321/081	M54	3.1	2.6
ODOMO	N4956.2	0001	...	51	092		P049	P03		
ODOMO	E01220.6	0058	...	3	114	499		376	....	....



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

PRAGUE FIR -LKAA	N4955.9 E01229.8	0000 0058	...	5	109					
DCT				249	088	.74	320/066	M30	3.1	2.6
LOMKI	N4954.6	0005	...	40	093		P041	P05		
LOMKI	E01314.5	0103	...	30	79	492		374	....	....
LOMKI9R				220	047	.69	316/056	M24	3.1	2.6
PR511	N4954.0	0001	...	39	052		P039	P05		
PR511	E01328.9	0104	...	9	70	468		374	....	....
LOMKI9R				166	075	.62	304/044	M12	3.0	2.7
PR512	N5004.6	0003	...	38	079		P011	P06		
PR512	E01350.4	0107	...	17	53	404		373	....	....
LOMKI9R				096	122	.45	299/022	M01	3.0	2.7
PR914	N5008.4	0003	...	33	127		P017	P03		
PR914	E01423.7	0110	...	22	31	308		373	....	....
LOMKI9R				070	122	.43	282/021	02	3.0	2.7
PR915	N5003.3	0002	...	38	127		P019	P01		
PR915	E01434.2	0112	...	8	23	297		367	....	....
LOMKI9R				054	285	.41	271/021	04	3.0	2.7
ARVEG	N4959.9	0000	...	37	290		P017	P00		
ARVEG	E01441.0	0112	...	5	18	288		367		
LOMKI9R									2.9	2.8
RUZYNE	N5006.0	0006	...							
LKPR	E01415.6	0118	...	18						

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WIND INFORMATION

CLIMB

350 306/046 -52
310 303/041 -41
200 303/045 -17
150 306/040 -04
100 307/039 +04

T O C

390 306/047 -60
370 306/047 -56
350 305/046 -52
330 304/045 -47
310 302/043 -41

VALEK

390 306/061 -60
370 305/063 -56
350 303/063 -52
330 302/062 -47
310 304/060 -42

LIPNI

410 305/052 -59
390 306/061 -60
370 305/063 -56
350 303/063 -52
330 302/062 -47

LIMGO

410 305/052 -59
390 306/061 -60
370 305/063 -56
350 303/062 -52
330 302/061 -47

BITBU

410 307/051 -59
390 309/062 -59
370 308/065 -56
350 307/067 -52
330 306/066 -47

AGBUL

410 307/051 -59
390 309/062 -59
370 308/065 -56
350 307/067 -52
330 306/066 -47

ODVUX

410 307/051 -59
390 309/062 -59
370 308/065 -56
350 307/067 -52
330 306/066 -47

RUDUS

410 307/054 -59
390 311/065 -59
370 311/069 -56
350 310/071 -52
330 309/069 -47

BOMBI

410 307/056 -58
390 310/068 -59
370 312/071 -56
350 314/071 -52
330 314/070 -48

BOREP

410 315/059 -56
390 317/073 -58
370 317/078 -55
350 318/081 -52
330 318/080 -48

TONSU

410 315/059 -56
390 317/073 -58
370 317/078 -55
350 317/081 -52
330 318/080 -48

BAROB

410 320/057 -55
390 321/071 -57
370 321/079 -55
350 321/084 -52
330 321/084 -48

RONIG

410 319/057 -55
390 320/071 -57
370 321/079 -55
350 321/084 -52
330 321/084 -48

T O D

410 319/057 -55
390 320/071 -57
370 321/079 -55
350 321/084 -52
330 321/084 -48

DESCENT

350 320/084 -52
310 323/082 -44
200 312/050 -19
150 298/038 -09
100 299/023 -02



[ATC Flight Plan]

ICAO FLIGHT PLAN

FF LFFFZQZX EBURZQZX EDVVZQZX EDUUZQZX LKAAZQZX
121026 CYULSBFP
(FPL-CYB7018-IS
-A20N/M-SDE2E3FGHIJ1RWXY/LB1
-LFP01115
-N0424F350 RANUX2R RANUX DCT VALEK/N0430F370 DCT LIPNI UN858 LIMGO
DCT BITBU Z140 ODVUX DCT RUDUS DCT BOMBI DCT BOREP DCT TONSU Z35
ODOMO DCT LOMKI LOMKI9R
-LKPR0108 EDDP EDDM
-PBN/A1B1C1D101S2 D0F/260612 REG/DAACE EET/EBUR0024 EDVV0027
EDUU0029 LKAA0059 SEL/ACDC CODE/37C2C3 RVR/550 OPR/CY PER/C CS/CYBER
IVAOVA/CYB RMK/TCAS CYBER AIR)



[Additional Info]

D I S P A T C H B R I E F I N G I N F O CY7018 LFP0/LKPR



[Runway Analysis]

TAKEOFF AND LANDING REPORT CY 7018 LFPO-LKPR 12JUN26
TLR-1 SEQ-175792307 12JUN26 1026Z
A/C D-AACE FBW A32NX LEAP-1A26 BEW/CG 42500/.....

/// TAKEOFF DATA ///

APT	PRWY	POAT	PWIND	PQNH	PMRTW	FLP	MT	V1	VR	V2	PTOW	MFPTW	LIMIT
LFPO	25	20.0	249M12	1025	7900	1	72	54	54	55	6389	7012	AFM

RMKS FLEX - SEL TEMP 72
BLEEDS ON

RWY	OAT	WIND	QNH	MRTW	FLP	V1	VR	V2	PWR	CONFIG/CONDITION
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RWY	ACARS	LENGTH	PMTOW	NOTES
02		7874	7840	ILS 110.30
06		11975	7900	ILS 108.50
07		10892	7900	ILS 108.15
20		7874	7900	
24		11975	7900	ILS 110.90
25		10892	7900	ILS 111.75

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
02	7900	65	FLEX - BLEEDS ON	1	137	137	138	AFM
06	7900	72	FLEX - BLEEDS ON	1	154	154	155	AFM
07	7900	71	FLEX - BLEEDS ON	1	150	150	151	AFM
20	7900	65	FLEX - BLEEDS ON	1	137	137	138	AFM
24	7900	72	FLEX - BLEEDS ON	1	154	154	155	AFM
25	7900	71	FLEX - BLEEDS ON	1	150	150	151	AFM

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
02	7900	61	FLEX - BLEEDS ON	1	137	139	140	AFM
06	7900	70	FLEX - BLEEDS ON	1	155	155	156	AFM
07	7900	68	FLEX - BLEEDS ON	1	149	149	150	AFM
20	7900	61	FLEX - BLEEDS ON	1	137	139	140	AFM
24	7900	70	FLEX - BLEEDS ON	1	155	155	156	AFM
25	7900	68	FLEX - BLEEDS ON	1	149	149	150	AFM

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
02	7900	62	FLEX - BLEEDS ON	1	132	137	138	AFM
06	7900	71	FLEX - BLEEDS ON	1	150	150	151	AFM
07	7900	70	FLEX - BLEEDS ON	1	143	147	148	AFM
20	7900	62	FLEX - BLEEDS ON	1	132	137	138	AFM
24	7900	71	FLEX - BLEEDS ON	1	150	150	151	AFM
25	7900	70	FLEX - BLEEDS ON	1	144	147	148	AFM



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----- WET RWY - PTOW PLUS 2000 - CALM WIND -----
RWY      MTOW MT CONFIG      FLP  V1  VR  V2  LIMIT
02      7900 59 FLEX - BLEEDS ON      1 133 139 140 AFM
06      7900 69 FLEX - BLEEDS ON      1 148 152 153 AFM
07      7900 67 FLEX - BLEEDS ON      1 144 146 147 AFM
20      7900 59 FLEX - BLEEDS ON      1 133 139 140 AFM
24      7900 69 FLEX - BLEEDS ON      1 148 152 153 AFM
25      7900 67 FLEX - BLEEDS ON      1 144 146 147 AFM
```

/// LANDING DATA ///

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APT  PRWY  POAT PWIND  PQNH  PMRLW FLP  PLDW  LIMIT
LKPR 30    13.0 215M10 1020  6740  FULL 6118  AFM
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RMKS WET RUNWAY

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-----
RWY      OAT  WIND  QNH  MRLW  FLP VREF  PWR CONFIG/CONDITION
-----
ACARS RUNWAYS -----
RWY      ACARS  LENGTH PMRLW NOTES
06      12188  6740 ILS 111.15
12      10663  6740 ILS 109.95
24      12188  6740 ILS 109.10
30      10663  6740 ILS 109.50
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----- FLAPS FULL - PACKS ON - NO ENROUTE ICING -----
DRY RWY / WET RWY
      06      12      24      30
OAT    12188 FT    10663 FT    12188 FT    10663 FT
08      6740A/6740A    6740A/6740A    6740A/6740A    6740A/6740A
/ 13      6740A/6740A    6740A/6740A    6740A/6740A    6740A/6740A
18      6740A/6740A    6740A/6740A    6740A/6740A    6740A/6740A
HW/10KT      0/ 0      0/ 0      0/ 0      0/ 0
TW/10KT      0/ 0      0/ 0      0/ 0      0/ 0
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----- LANDING DISTANCE - FLAPS FULL - MAX MANUAL BRAKING -----
      ACTUAL      FACTORED
LDW  VREF  DRY  WET  DRY  WET
6000 130   2789 3634 3820 4792
6100 131   2828 3684 3880 4865
/ 6200 132   2867 3736 3940 4939
6300 133   2902 3781 3994 5006
6400 134   2937 3827 4049 5072
HW/KT      -17  -22  -20  -25
TW/KT       52   67   79   97
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END TAKEOFF AND LANDING REPORT CY 7018 LFPO-LKPR 12JUN26

**[Airport WX List]**

LFPO --> LKPR CY 7018 / 12JUN2026
LIDO/WEATHER SERVICE DATE : 12Jun2026 TIME : 10:26 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:
LFPO/ORY ORLY
SA 121000 25012KT 9999 BKN025 OVC056 20/14 Q1025 NOSIG
FT 120500 1206/1312 25008KT 9999 BKN020
TEMPO 1206/1209 BKN014
BECMG 1301/1303 BKN012
BECMG 1307/1309 CAVOK

Destination:
LKPR/PRG RUZYNE
SA 121000 21010KT 180V250 9999 FEW015 BKN023 13/10 Q1020 TEMPO
BKN015
FT 120800 1209/1315 22010KT 9999 BKN030
TEMPO 1209/1306 9000 -RA BKN017
PROB30 TEMPO 1223/1304 5000 SHRA SCT015TCU OVC020

Destination Alternates:
EDDP/LEJ LEIPZIG-HALLE
SA 121020 AUTO 21011KT 9999 -RA OVC016 15/12 Q1017 NOSIG
FT 120500 1206/1306 22010KT 9999 BKN025
PROB30 TEMPO 1209/1306 BKN013

EDDM/MUC MUNICH
SA 121020 AUTO 25015KT 9999 -RADZ BKN014 BKN019 13/12 Q1023
TEMPO 25015G25KT RA SCT014 BKN020
FT 120901 1209/1312 23012KT 9999 FEW015 BKN030
PROB40 TEMPO 1209/1212 RA BKN013
PROB40 TEMPO 1210/1215 25015G25KT
PROB30 TEMPO 1212/1222 4000 RADZ BKN012
BECMG 1218/1220 24007KT
BECMG 1305/1307 26015G25KT
TEMPO 1311/1312 27020G30KT

AIRPORTLIST ENDED



[NOTAM]

LIDO-NOTAM-BULLETIN INCLUDES NOTAM, COMP NOTAM AND AIP-REGULATION
VALID: 2606121115 - 2606121645 STD(EOBT)+TRIP+ALTN+3HRS
CY 7018 /12JUN OFP-NR: 1
ROUTE: LFPO - LKPR ALTN: EDDP EDDM
N0424F350 RANUX2R RANUX DCT VALEK/N0430F370 DCT LIPNI UN858 LIMGO
DCT BITBU Z140 ODVUX DCT RUDUS DCT BOMBI DCT BOREP DCT TONSU Z35
ODOMO DCT LOMKI LOMKI9R

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DEPARTURE AIRPORT - DETAILED INFO

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LFPO/ORY ONLY

+++++ AIRPORT +++++

A3792/26

TUE WED THU 1100-1400

HEL TRANSIT OH3-OH2 OH1-OH-IH3 **CLOSED** DUE TO **RWY 02/20** FLIGHT
OPERATIONS.

CONFIRMATION ON ATIS AND ORLY TWR 118.700MHZ

A3072/26

TRIGGER NOTAM - PERM AIRAC AIP AMDT 06/26 WEF 11 JUN 2026

MODIFICATION :

- **TWY LN** WIDTH
- T29 STAND AND THR 02/20 COORDINATES
- ALT DTHR 25
- **TWY WM** RENAMED WEM
- OBSTACLE CHART REVISION
- MOCA CONSTRAINTS AND MNM **AD** PROCEDURES RNP **RWY 20**

SUPPRESSION :

- BUILDINGS AREA F

CREATION :

- MSA STAR RNAV
- MOCA HLDG

A3704/26

IMPLEMENTATION OF A NEW DEPARTURE SEQUENCING SYSTEM (GLD) : THE
DEPARTURE SEQUENCING ALGORITHM AND TSAT CALCULATION ARE MODIFIED.
RULES RELATED TO TOBT/EOBT MANAGEMENT AND SEQUENCE EXIT CONDITIONS
(SEQOUT) ARE UPDATED.

PLEASE REFER TO : WWW.CDMPARIS.NET WEBSITE FOR FURTHER
INFORMATION.**P1735/26**

TWR CRANE NEAR LFPO - RDL 253/6.63NM ARP :

PSN : 484127N 0021310E

HEIGHT : 221FT

ELEVATION : 737FT

LIGHTING : DAY AND NIGHT.

A1770/26

2130-0330

TAXIWAY W1 BETWEEN LR EXCLUDED AND LP INCLUDED AND **TAXIWAY W41**
LIMITED TO ACFT WITH WINGSPAN LOWER THAN OR EQUAL TO 36M.**A1771/26****CLOSED TAXIWAYS :**

- **TWY W3** BTN **TWY LP** INCLUDED AND STAND P12 INCLUDED
- **TWY LP**
(DUE TO **WIP**

**P0296/26**

TOWER CRANE OPR NEARBY 'PARIS ORLY' **AD** - RDL017/1.47NM LFPO ARP :
-PSN : 484448N 0022325E
-HEIGHT : 114FT
-ELEV : 392FT
-LIGHTING : DAY AND NIGHT.

P3099/25

TWR CRANE OPR NEARBY 'PARIS-ORLY' **AD** - RDL014/1.4NM ARP :
PSN : 484446N 0022316E
HGT : 113FT
ELEV : 377FT
LIGHTING : DAY AND NIGHT.

+++++ RUNWAY +++++

A3794/26

TUE WED THU 1100-1400
RWY 07/25 AND 02/20 SIMULTANEOUS USE POSSIBLE.
CONFIRMATION ON ATIS AND ORLY TWR 118.700MHZ

A2945/26

RESTRICTION **RWY 02/20** : LDG **RWY 20** PROHIBITED DUE TO OBSTACLES.

A1769/26

2130-0330
RWY 06/24 USE RESTRICTIONS DUE TO **WIP** :
- LDA QFU 06=2707 METERS FOR ACFT WITH WINGSPAN GREATER THAN 36 METERS(LAST POSSIBLE EXIT BY **TWY W42**)
- **RWY** PROHIBITED TO AIRCRAFT TYPE A388 AND B748.

+++++ SID +++++

A2740/26

TRIGGER NOTAM - AIRAC AIP SUP 085/26.
AD PARIS ORLY (LFPO) : DUE TO THE CLOSURE OF **RUNWAY 06/24** FROM AUGUST 10 TO DECEMBER 17, TEMPORARY APPROACH PROCEDURES ON **RUNWAY 25** AND DEPARTURE PROCEDURES ON **RUNWAY 20** ARE IMPLEMENTED. PROCEDURES WILL BE **SUSPENDED** BY NOTAM.
THIS AIP SUP IS **AVBL** AT WWW.SIA.AVIATION-CIVILE.GOUV.FR

A0958/26

ALL ECONOMICAL CLIMB OF TYPE 'OPTICLIMB' MUST BE ANNOUNCED ON FIRST CONTACT WITH ORLY DEP, THEN ON FIRST CONTACT WITH PARIS ACC FOR ATC AGREEMENT. SPEED MUST BE REPORTED DURING THESE CONTACTS.

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

A3815/26

AIRAC AIP SUP 085/26 - PROCEDURES **SUSPENDED** :
- IAC FNA **ILS** CAT123 RWY25
- IAC FNA **LOC** RWY25
- IAC FNA **RNP** RWY25
PROCEDURES IN FORCE : SEE AIRAC AIP SUP 085/26
CONFIRMATION ON ATIS AND ORLY APP 123.875MHZ

A3805/26

ILS RWY 24 DOWNGRADED TO I.E.1
REF : AIP **AD 2** LFPO.AD 2.19

**A1905/26**

LNAV-VNAV MINIMA OPS IFR APCH PROC MODIFIED :

- RNP **RWY 02** :

CAT	DA(H)	RVR
A	670(380)	1300
B	680(390)	1400
C	690(400)	1400
D	690(400)	1400

- RNP **RWY 06** :

CAT	DA(H)	RVR
A	660(380)	1000
B	670(390)	1100
C	680(400)	1100
D	690(410)	1200

- RNP **RWY 07** :

CAT	DA(H)	RVR
A	660(380)	1000
B	670(390)	1100
C	680(400)	1100
D	710(430)	1300

- RNP **RWY 24** :

CAT	DA(H)	RVR
A	690(400)	1400
B	700(410)	1500
C	720(430)	1600
D	720(430)	1600

REFERENCE AIP FRANCE :

AD2 LFPO IAC RWY02 FNA RNP

AD2 LFPO IAC RWY06 FNA RNP

AD2 LFPO IAC RWY07 FNA RNP

AD2 LFPO IAC RWY24 FNA RNP

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DESTINATION AIRPORT - DETAILED INFO

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LKPR/PRG RUZYNE

+++++ AIRPORT +++++

A0804/26

SS-SR

TWY J BLUE BTN **TWY H** AND STAND 17 **CLSD**.POSITION PUSH 3 AND 4 ON **TWY J** BLUE **CLSD**.**A0649/26**STAND 17 - VDGS **U/S**.**A0471/26****TWY Z** ABEAM STAND E7 **CLSD**. DAY AND NIGHT MARKING.**A0388/26**

OBST - HIGH REACH MACHINERY IN AREA

PSN 500618,39N 0141452,14E (153M W FM **RWY 12/30** CENTERLINE).

MAX HGT 10M AGL/ELEV 366M AMSL.

PSN 500631,25N 0141453,14E (177M E FM **RWY 12/30** CENTERLINE).

MAX HGT 10M AGL/ELEV 363M AMSL.

NO MARKING.

A0376/26**TWY T** - CENTRE LINE LIGHTS **U/S**.**A0362/26**STAND 22A - VDGS **U/S**.

**A0273/26**

REF AIP AD 2.22.5 ATS SURVEILLANCE SERVICES AND PROCEDURES.
CNL ITEM 2.22.5.2

A0121/26

AIRPORT OPERATIONS PLAN (AOP) INTEGRATION WITH NETWORK OPERATIONS THROUGH PREDICTED DEPARTURE PLANNING INFORMATION (P-DPI) AND GENERAL ARRIVAL PLANNING INFORMATION (G-API) MESSAGES SENT TO NETWORK MANAGEMENT OPERATIONS CENTER (NMOC) IN ADDITION TO AIRPORT COLLABORATIVE DECISION MAKING (A-CDM), USED FOR AIR TRAFFIC FLOW MANAGEMENT (ATFM) PURPOSES. AIP WILL BE AMENDED ACCORDINGLY.

+++++ RUNWAY +++++

A0407/26

RWY 06/24 CLSD, REF AIP SUP 1/26 , VFR SUP 1/26

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DESTINATION ALTERNATE AIRPORT(S)
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EDDP/LEJ LEIPZIG-HALLE

+++++ AIRPORT +++++

A2974/26

ACFT STAND 201R AND 201 U/S.

A2940/26

0500-1700
RAPID EXIT TWY A3, A4, A6, A7 CLSD.

A2941/26

DAILY 0500-1700
TWY W1, A1, A2, A5, A8, B CLSD. TWY C CLSD BTN A6 AND A9.

A2964/26 VALID: 08-JUN-26 0500 - 12-JUN-26 1400

TWY C CLSD BTN TWY A2 AND TWY A4. TWY A3 CLSD. TWY B CLSD BTN TWY A2 AND TWY G1. TWY G1 CLSD.

A2781/26

MON-FRI 0500-1600
OCA(H) VALUES RAISED AS FOLLOWS:
LNAV/VNAV RWY 26L: ACFT CATEGORY A 772(303)FT, B 781(312)FT,
C 791(322)FT, D UNCHANGED DUE TO MOBILE CRANE AT PSN
512436N 0121653E. ELEV 640FT. MARKED AND LIGHTED.

A2817/26

TWY M CLSD.

A2529/26

TWY V CLSD BTN TWY S2 AND TWY Y FOR ACFT WITH ICAO CODE F.

A2504/26

LPV APCH REOP. OCA(H) VALUES RAISED AS FOLLOWS:
LPV RWY08L: A 766 (348), B 775 (357), C 783 (365), D 792 (374)FT.
LPV RWY08R: A 873 (445), B 880 (452), C 888 (460), D 895 (467)FT.
LPV RWY26L: A 756 (286), B 766 (296), C 775 (305), D 828 (358)FT.
LPV RWY26R: A 855 (407), B 863 (415), C 870 (422), D 878 (430)FT.
DUE TO INADEQUATE PROTECTION PROVIDED IN THE MISSED APPROACH
SEGMENT FOR SOME NAVIGATION SYSTEMS AUTHORISED FOR LPV OPERATIONS.

A0123/23

SCHKEUDITZ SUED DME LLD (CH58Y/112.15MHZ) OPERATIONAL COVERAGE
CHANGED AS FLW:
WI SECT 14DEG L - 35DEG R IN RELATION TO EXTD RCL RWY 08R USABLE
ONLY TIL 17NM FM ANTENNA LOC 08R/2400FT AMSL.



+++++ RUNWAY +++++

A2939/26

DAILY 0500-1700

RWY 08L/26R CLSD.

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

A2604/26MISSED APCH CHANGED DUE TO LTD COVERAGE OF DRN **DVOR/DME**:

ALL RNP MISSED APCH PROC REMAINS UNCHANGED.

RWY 26L: CLIMB ON TRACK 263DEG SKZ TO 1.8 **DME** LLD OR 900,
WHICHEVER IS LATER, LT ON R092 GOT TO 5000 AND EXPECT RADAR
VECTORS BY ATC. IN CASE OF RADIO COM FAILURE: WHEN REACHING 5000
AND ON R092 GOT

PROCEED DIRECT TO JOGGA FOR STD APCH PROC.

RWY 26R: CLIMB ON TRACK 263DEG ZIG TO 1.2 **DME** LND OR 900,
WHICHEVER IS LATER, RT ON R062 GOT TO 4000 AND EXPECT RADAR
VECTORS BY ATC. IN CASE OF RADIO COM FAILURE: WHEN REACHING 4000
AND ON R062 GOTPROCEED DIRECT TO LOFTO FOR STD APCH PROC. REF AIP PAGES **AD 2 EDDP**
4-2-3, 4-2-4 BOTH EFF 26 DEC 2024.**A2553/26**MISSED APCH PROC FOR **ILS** OR **LOC** **RWY 08R** CHANGED DUE TO LTD
COVERAGE OF ERF **DVOR/DME**:

DO NOT USE R055 ERF, USE R235 LEG ONLY.

RNP MISSED APCH PROC REMAINS UNCHANGED.

REF AIP PAGE **AD 2 EDDP** 4-2-2 EFF 26 DEC 2024.**A0471/25**CHANGES TO APCH PROC DUE TO NAVAID COVERAGE OF LLD **DME**.**RWY 26L**: STD **ILS** OR **LOC** APCH FM IAF JOGGA: DO NOT USE LLD **DME** FOR
DEFINING JOGGA, DP448 AND DP447.**RWY 26R**: STD **ILS** OR **LOC** APCH FM IAF LOFTO: DO NOT USE LLD **DME** FOR
DEFINING LOFTO, DP438 AND DP437.REF AIP PAGES **AD 2 EDDP** 4-2-3 AND 4-2-4 BOTH EFF 26 DEC 2024.**A7405/20****DME** LND CH82X ASSOCIATED WITH **ILS** **RWY 26R**:**DME** LND 17NM 2400FT AMSL USABLE FROM -35DEG(L) TO +16DEG(R) IN
RELATION TO RCL.

+++++ STAR +++++

A2072/26STAR FOR **RWY 26R** CHANGED DUE TO LTD COVERAGE OF DRN **DVOR/DME**:GOT 1W: DO NOT USE RADIAL R308 AND RADIAL R313 DRN. USE DRN **DME**,
LEG **DVOR/DME** ONLY.REF AIP PAGES **AD 2 EDDP** 3-1-3 EFF 26 DEC 2024, 3-1-4 EFF 30 JAN
2020.**EDDM/MUC** **MUNICH**

+++++ AIRPORT +++++

A3035/26TXL S6 AND TXL C5 **CLSD**.**A2999/26** **VALID: 12-JUN-26 0600 - 12-JUN-26 1200**MIKE **NDB** MIQ 426.00KHZ ON MAINT. DO NOT USE, FALSE INDICATIONS
POSS.

**A2752/26**

TXL E2 **CLSD** BTN ACFT STAND 254 AND 256.

A2753/26

TXL CENTER2 LTD TO ACFT ICAO CODE LETTER C BTN ACFT STAND 254 AND 256.

A2608/26

ALL ACFT SHALL HOLD SHORT OF **TWY M** AFTER VACATING **RWY 08L/26R** AND CTC GND CTL AUTOMATICALLY.

A2605/26

TWY N **CLSD** BTN **TWY A5** AND **TWY A12** DUE **WIP**.

A2502/26

LPV APCH REOP. OCA(H) VALUES RAISED AS FOLLOWS:

LPV RWY08L: A 1748 (317), B 1793 (326), C 1802 (335), D 1868 (401)FT. LPV RWY08R: A 1909 (423), B 1917 (431), C 1925 (439), D 1934 (448)FT. LPV RWY26L: A 1785 (315), B 1794 (324), C 1803 (333), D 1888 (418)FT. LPV RWY26R: A 1908 (459), B 1917 (468), C 1925 (476), D 1933 (484)FT. DUE TO INADEQUATE PROTECTION PROVIDED IN THE MISSED APPROACH SEGMENT FOR SOME NAVIGATION SYSTEMS AUTHORISED FOR LPV OPERATIONS.

A2401/26

TWY D5 **CLSD**.

+++++ RUNWAY +++++

A2802/26

RWY 26L **WIP** WI **LOC** AND **GP** SAFETY ZONES.

+++++ SID +++++

A2977/26 VALID: 12-JUN-26 0600 - 12-JUN-26 1200

CHANGES TO SID OCCUR, DUE TO MAINT OF MIQ **NDB**:

RWY 08L: GIVMI 6Q, MIQ 9Q AND RIDAR 7Q:

AMEND ON COURSE 308 DEG MIQ TO READ ON TRACK 308 DEG.

ADD REMARK: CLIMB WITH 4.1 PER CENT (245 FT/NM) UNTIL PASSING 3700. AFTER PASSING 3700 BRNAV EQUIPMENT NECESSARY. IF UNABLE TO COMPLY, ADVISE ATC PRIOR START-UP. GPS / FMS RNAV OVERLAYS REMAIN UNCHANGED. REF AIP PAGES **AD 2** EDDM 5-7-1 DATED 18 JUL 2019, 5-7-5 DATED 02 OCT 2025.

RWY 08R: GIVMI 6E, MIQ 8E AND RIDAR 7E:

AMEND ON COURSE 312 DEG MIQ TO READ ON TRACK 312 DEG.

ADD REMARK: CLIMB WITH 4.1 PER CENT (245 FT/NM) UNTIL PASSING 3700. AFTER PASSING 3700 BRNAV EQUIPMENT NECESSARY. IF UNABLE TO COMPLY, ADVISE ATC PRIOR START-UP. GPS / FMS RNAV OVERLAYS REMAIN UNCHANGED.

REF AIP PAGES **AD 2** EDDM 5-7-13 EFF 23 MAY 2019, 5-7-17 DATED 02 OCT 2025.

RWY 26R: MIQ 9N:

AMEND ON COURSE 346 DEG MIQ TO READ RT ON TRACK 346 DEG.

ADD REMARK: CLIMB WITH 3.6 PER CENT (220 FT/NM) UNTIL PASSING 3700. AFTER PASSING 3700 BRNAV EQUIPMENT NECESSARY. IF UNABLE TO COMPLY, ADVISE ATC PRIOR START-UP. GPS / FMS RNAV OVERLAYS REMAIN UNCHANGED. REF AIP PAGES **AD 2** EDDM 5-7-37 EFF 23 MAY 2019, 5-7-41 DATED 02 OCT 2025.

A6255/25

CHANGES TO SID DUE TO COVERAGE OF WLD **DVOR/DME**: **RWY 26R**: GIVMI 1N:

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 DATED 02 OCT 2025.



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

A2975/26 VALID: 12-JUN-26 0600 - 12-JUN-26 1200

CHANGES TO APCH PROC OCCUR, DUE TO MAINT OF MIQ **NDB**:
CONVENTIONAL HLDG OVERHEAD MIQ AND ALL CONVENTIONAL STANDARD APCH
PROC FROM IAF MIQ TEMPO **SUSPENDED**. EXPECT VECTORING BY ATC.
IN CASE OF COMMUNICATION FAILURE PROCEED TO CLEARANCE LIMIT ROKIL
(WHEN **RWY 08L/R** IN USE) OR LANDU (WHEN **RWY 26L/R** IN USE) AND HOLD.
FROM ROKIL PROCEED ON R143 WLD TO INTERCEPT FINAL AT 5000 FOR
STANDARD APCH **RWY 08L**.
FROM LANDU PROCEED ON R033 INBOUND OTT TO INTERCEPT FINAL
AT 5000 FOR STANDARD APCH **RWY 26R**. CROSS 24.5 **DME** OTT AT 5000.
LANDU DEFINED BY R033 OTT / 31DME OTT ROKIL DEFINED BY R306 OTT /
32 **DME** OTT REF AIP PAGES **AD 2** EDDM 4-2-1, 4-2-4, 4-4-1, 4-4-4
ALL EFF 28 NOV 2024.

A2976/26 VALID: 12-JUN-26 0600 - 12-JUN-26 1200

CHANGES TO MAPCH PROC OCCUR, DUE TO MAINT OF MIQ **NDB**:
RWY 26R: MISSED APCH PROC CHANGED AS FOLLOWS:
CLIMB STRAIGHT AHEAD TO 1.0 **DME** WEST OF DMN OR 1900,
WHICHEVER IS LATER, RT TO INTERCEPT AND FOLLOW COURSE 057 DEG
FROM MNE (FREQ 369 KHZ) TO LANDU CLIMBING 5000.
RWY 08L: MISSED APCH PROC CHANGED AS FOLLOWS:
CLIMB STRAIGHT AHEAD TO 1.0 **DME** EAST OF DMN OR 1900,
WHICHEVER IS LATER, LT TO INTERCEPT AND FOLLOW COURSE 285 DEG FROM
MNW TO ROKIL CLIMBING 5000. LANDU DEFINED BY 057 DEG MNE /
R033 OTT ROKIL DEFINED BY 285 DEG MNW / R306 OTT
REF AIP PAGES **AD 2** EDDM 4-2-1, 4-2-4, 4-4-1, 4-4-4
ALL EFF 28 NOV 2024.

A2968/26

ILS RWY 26L U/S.

A2948/26

ILS RWY 26R DOWNGRADED TO CAT I, LEVEL 1
(ICAO CLASSIFICATION I/E/1), NO AUTOLAND POSS.

A2820/26

ILS RWY 26R DOWNGRADED TO CAT II (ICAO CLASSIFICATION II.E3).)

A2517/26

CHANGES TO APCH DUE TO RENEWAL OF **ILS RWY 26L (IMSW)**:
RWY 26L: ILS AND LOC APCH TEMPO SUSPENDED.
RNP APPROACH **AVAILABLE** ONLY.
DURING PARALLEL OPERATIONS (ANOUNCED ON ATIS) LNAV NOT AUTHORIZED
LNAV/VNAV OR LPV TO BE USED ONLY. IF UNABLE INFORM ATC ON INITIAL
CONTACT.

A2235/26

THE FLW CHANGES OCCUR TO ALL MISSED APCH PROC **RWY 08R** DUE TO
AIRSPACE STRUCTURE:
CLIMB WITH 3.8 PERCENT (231FT/NM) UNTIL PASSING 2800. IF UNABLE
ADVISE MUNICH RADAR DURING INTIAL CONTACT. CHANGES ARE PERMANENT.
REF AIP AD2 EDDM 4-2-2 AND 4-4-2 EFF BOTH 28 NOV 2024, 4-6-5 DATED
02 OCT 2025.

A6227/25

MUENCHEN **ILS DME (IMNE)** CH32X/109.5MHZ ASSOCIATED WITH **ILS RWY**
08L LOC COVERAGE UP TO 17NM IN SECTOR 33DEG (LEFT) TO 35DEG
(RIGHT) IN RELATION TO RCL AND DISTANCE TO **LOC**, MNM INTERCEPTION
ALT IN THIS AREA 3500FT AMSL.

+++++ STAR +++++

A2978/26 VALID: 12-JUN-26 0600 - 12-JUN-26 1200

CHANGES TO STAR OCCUR, DUE TO MAINT OF MIQ **NDB**:
RWY08L/R: ROKIL 1A, LANDU 2A AND HLDG PROC AT MIQ:
BRNAV EQUIPMENT WITH HOLDING FUNCTIONALITY NECESSARY.
RWY26L/R: ROKIL 1B, LANDU 2B AND HLDG PROC AT MIQ:



BRNAV EQUIPMENT WITH HOLDING FUNCTIONALITY NECESSARY.
REF AIP PAGES **AD** 2 EDDM 3-1-1, 3-1-3 DATED 02 OCT 2025,
3-1-2, 3-1-4 BOTH EFF 12 AUG 2021.



[Company NOTAM]

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CREW ALERT

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

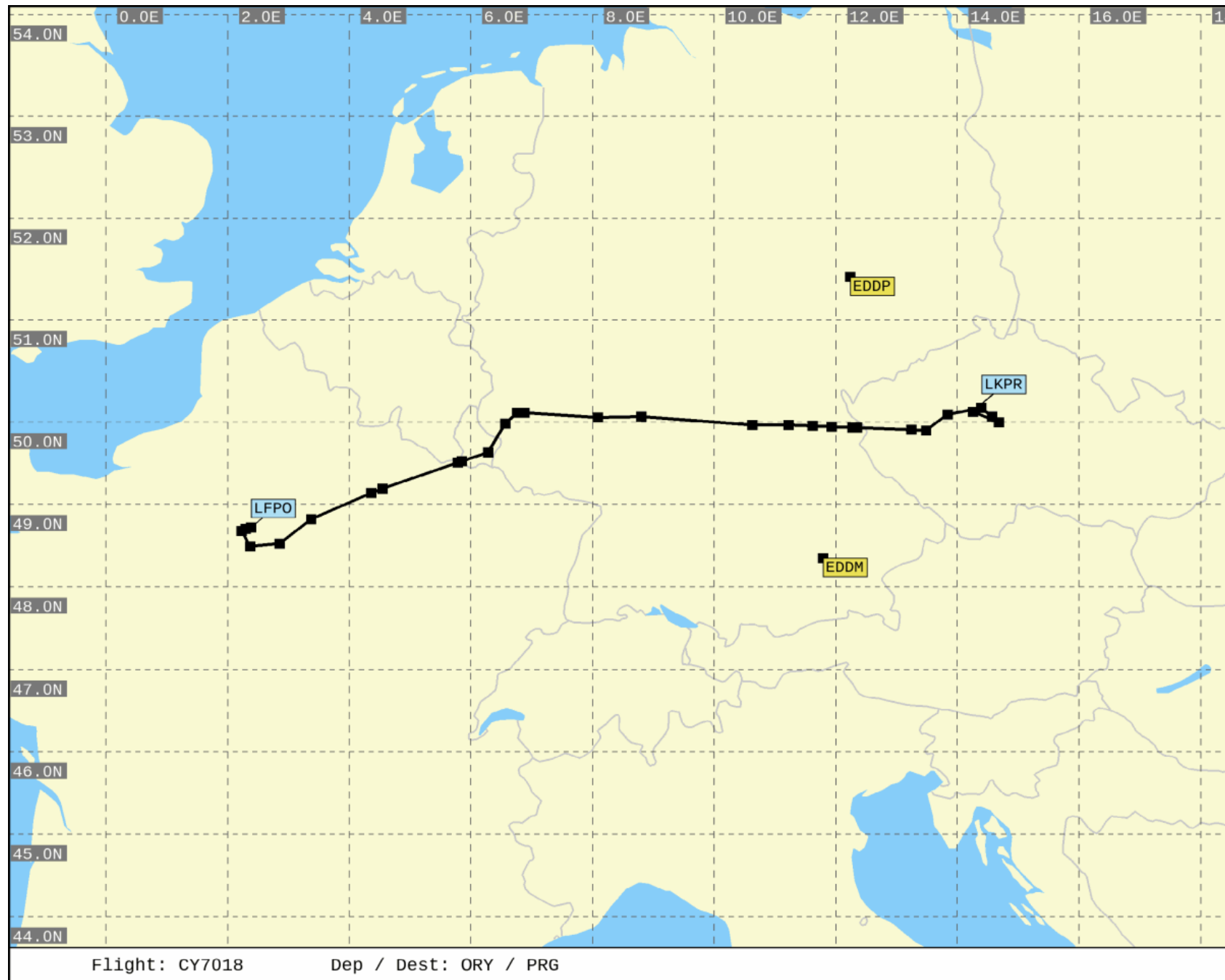
ALL FLIGHT CREW: PLEASE PAY SPECIAL ATTENTION TO THE UNITS SELECTION WHEN GENERATING A FLIGHT PLAN. FAILURE TO IDENTIFY THE CORRECT UNITS WHEN REFUELING PRIOR TO FLIGHT CAN RESULT IN DEPARTING WITH INSUFFICIENT FUEL AND/OR AN ERRONEOUS PAYLOAD.

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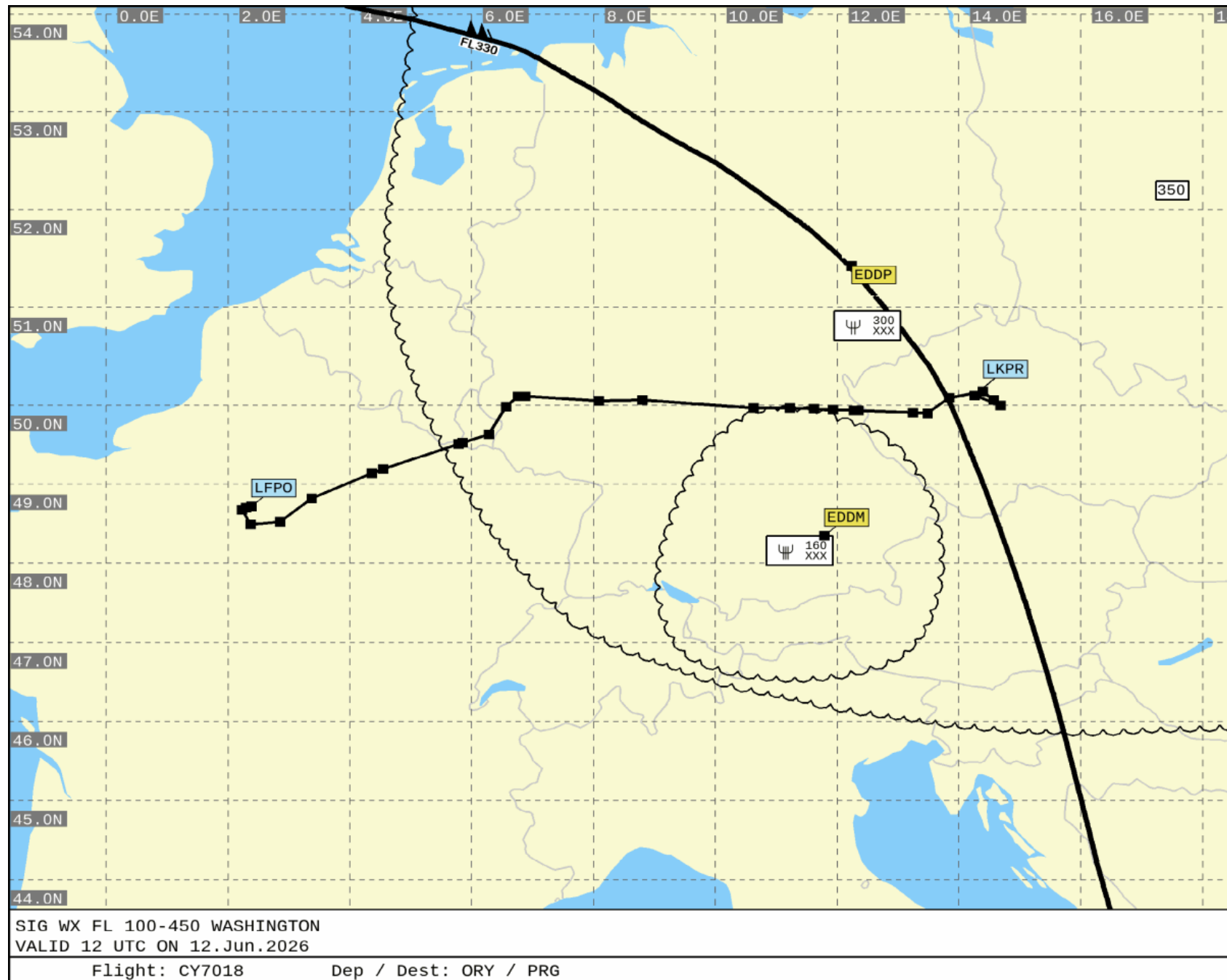
CREW BULLETIN

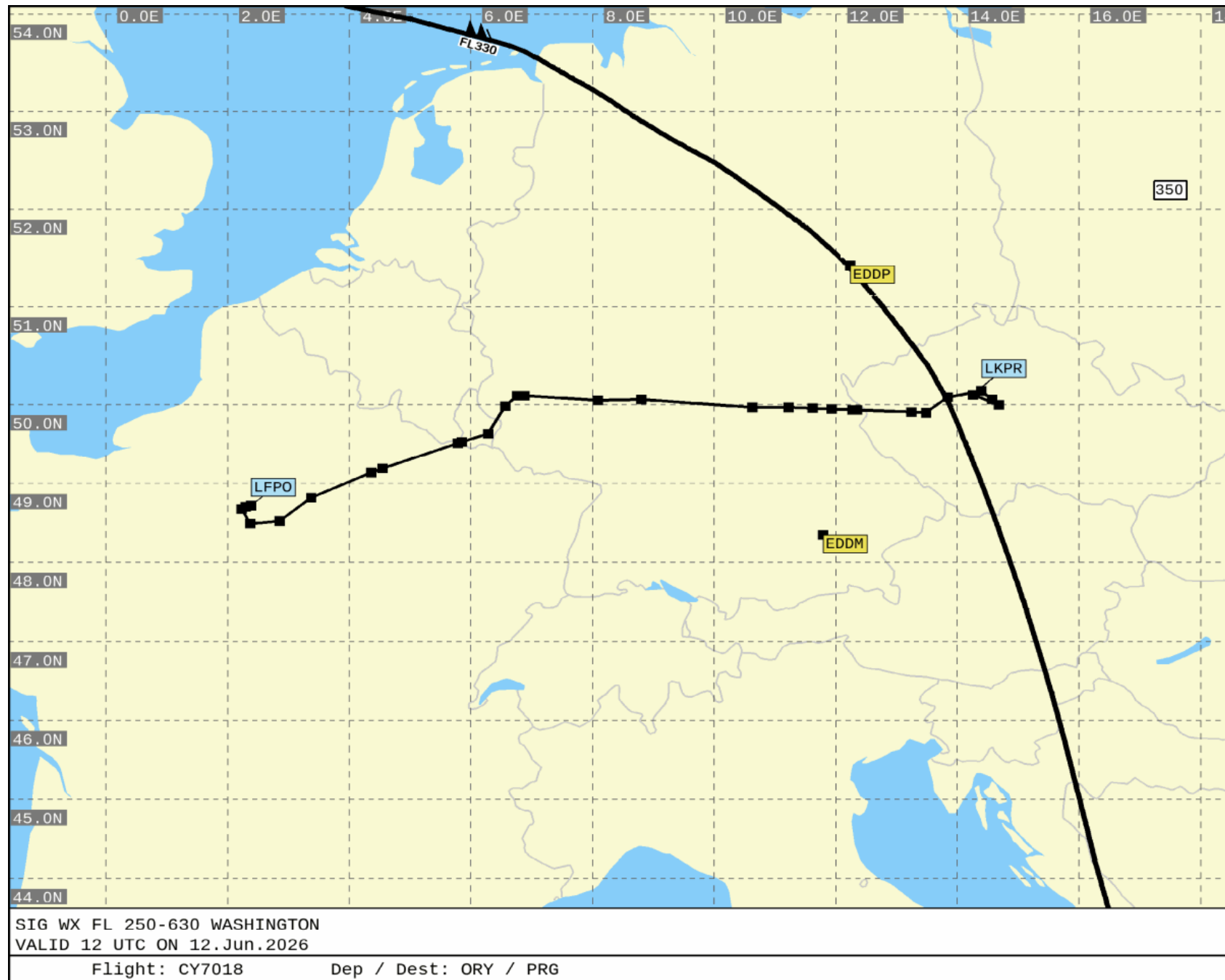
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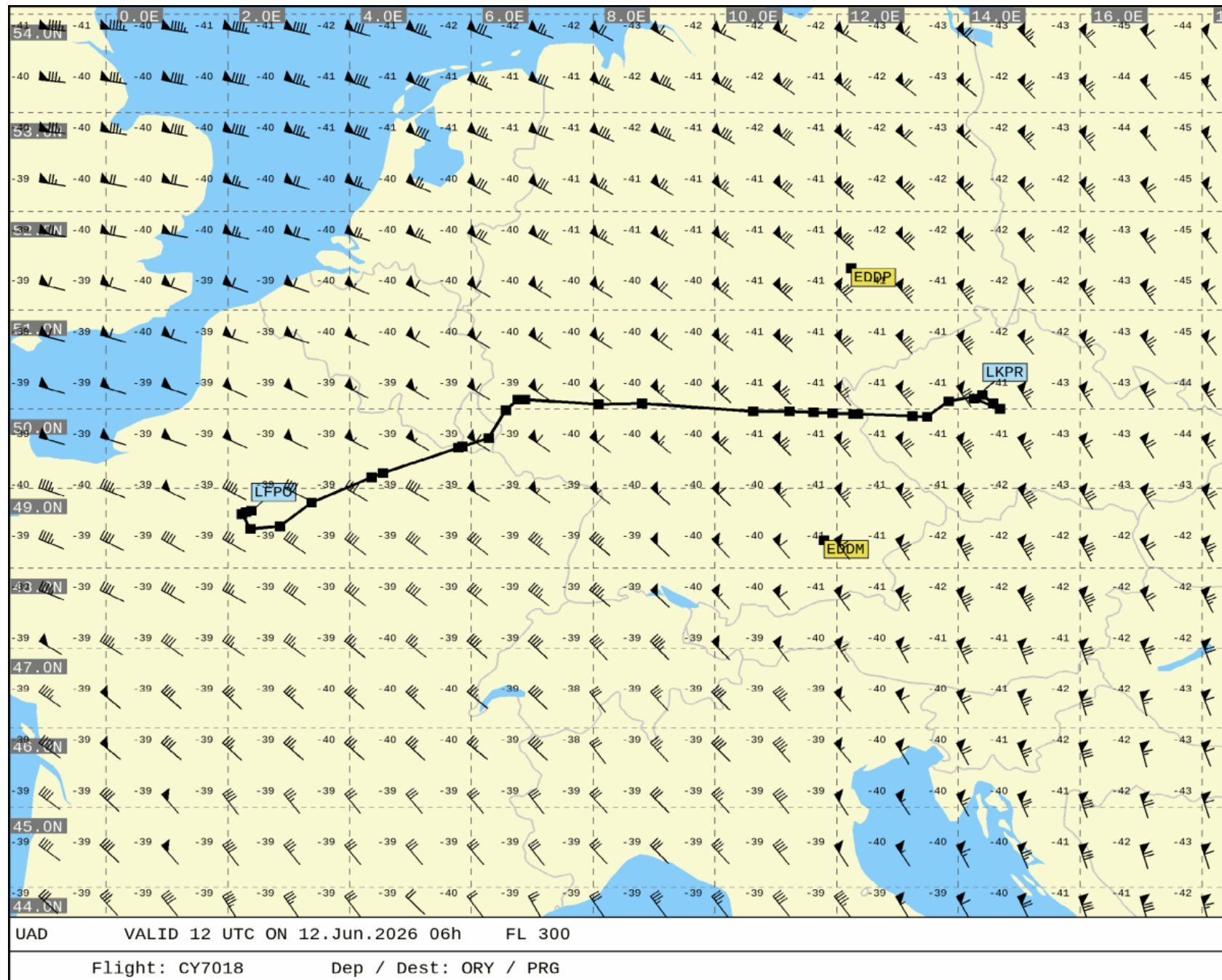
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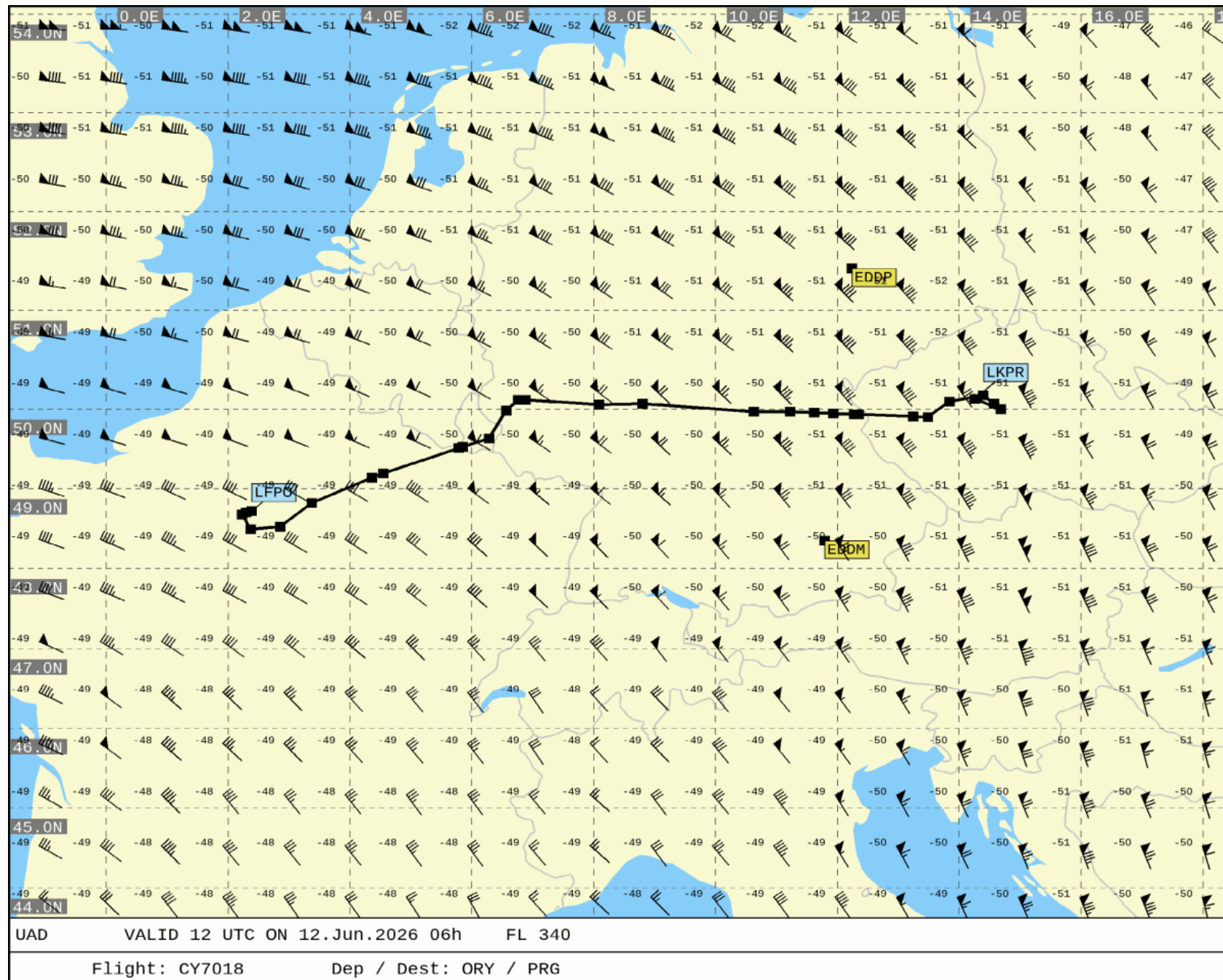


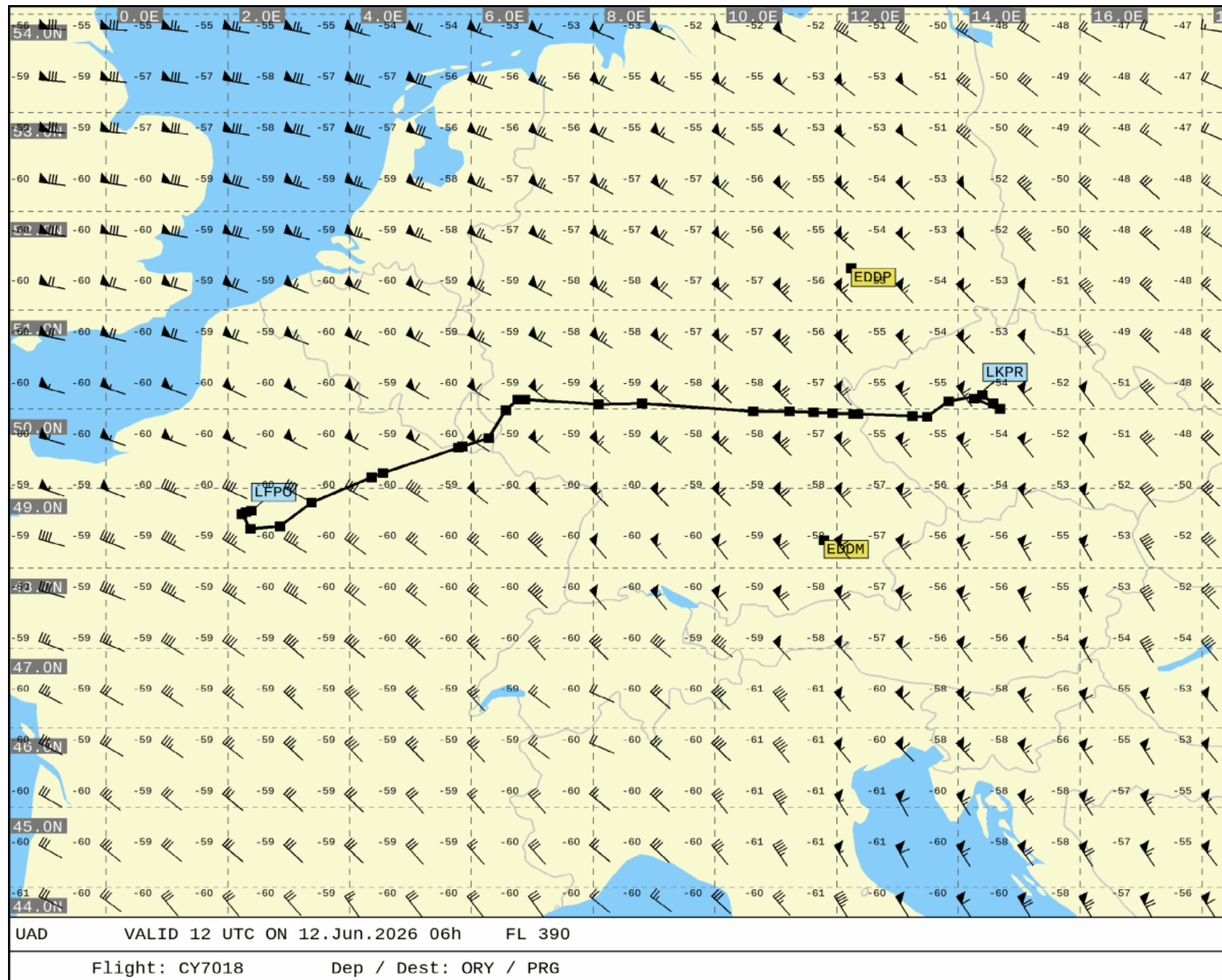
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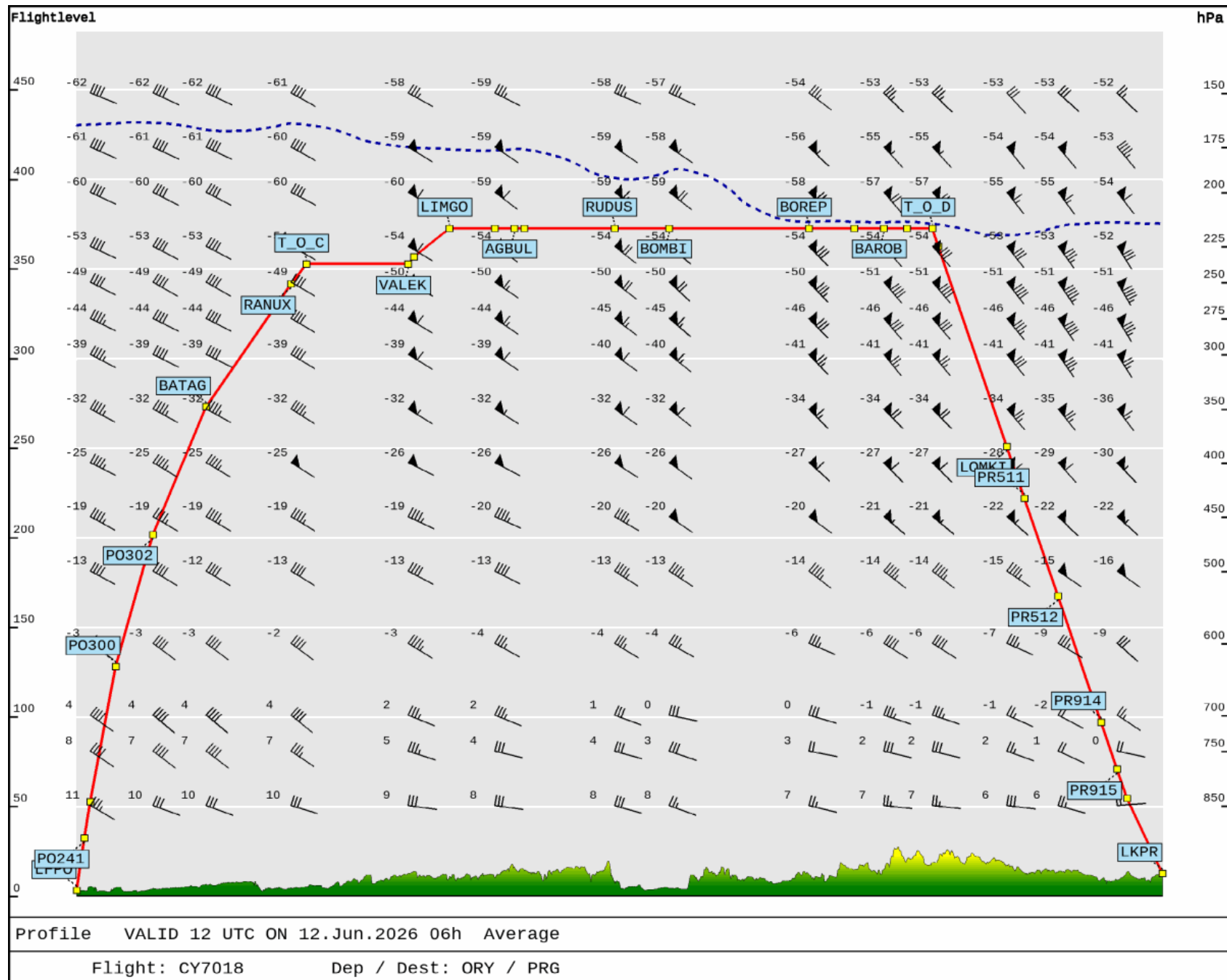












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