



[OFP]

CY5440 24AUG2026 LGSR-LKPR A20N DAACE RELEASE 1103 24AUG26
OFP 1 SANTORINI-RUZYNE
WX PROG 2409 2412 2415 2418 OBS 2406 2406 2406 2406

ATC C/S CYB5440 LGSR/JTR LKPR/PRG CRZ SYS CI 10
24AUG2026 DAACE 1150/1157 1428/1437 GND DIST 1004
FBW A32NX / LEAP-1A26 STA 1440 AIR DIST 1054
CTOT:.... G/C DIST 955

MAXIMUM TOW 79000 LAW 67400 ZFW 64300 AVG WIND 270/038
ESTIMATED TOW 64182 LAW 59244 ZFW 56540 AVG W/C M020
AVG ISA P006
AVG FF KGS/HR 1954

FUEL BIAS P00.0
TKOF ALTN

ALTN EDDP
FL STEPS LGSR/0380/

DISP RMKS LOAD DISTRIBUTION ECO 123 BUS 12 BAG 2143

PLANNED FUEL

FUEL ARPT FUEL TIME

TRIP PRG 4938 0231
CONT 5% 247 0008
ALTN LEJ 1606 0049
FINRES 851 0030

MINIMUM T/OFF FUEL 7642 0359

EXTRA 0 0000

T/OFF FUEL 7642 0359
TAXI JTR 81 0007

BLOCK FUEL JTR 7723
PIC EXTRA
TOTAL FUEL
REASON FOR PIC EXTRA

FMC INFO:
FINRES+ALTN 2457
TRIP+TAXI 5019

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: ALFREDO SIMMONS

PIC NAME: ., ...

TEL: +1 800 555 0199

PIC SIGNATURE:



ALTERNATE ROUTE TO:				FINRES				851
APT	TRK	DST	VIA	FL	WC	TIME	FUEL	
EDDP/26L	316	246	ARTUP5E ARTUP DCT BEFRE T204 IVDUF T951 YAWOY YAWOY1V	300	M021	0049	1606	

EDDM/08R	223	224	DOBEN8E DOBEN DCT NIRGO T108 LANDU LANDU2A	300	M021	0045	1528
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MEL/CDL ITEMS DESCRIPTION

ROUTING:

ROUTE ID: DEF RTE
LGSR/33 NETIS1X NETIS UL607 KEA UL617 MAKED DCT LONTA UM749 UDVAR
DCT TONDO DCT BEGLA DCT NAVTI DCT BODAL DCT VLM VLM6T LKPR/06

DEPARTURE ATC CLEARANCE:

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OPERATIONAL IMPACTS

WEIGHT CHANGE UP 1.0	TRIP P 0058 KGS	TIME P 0000
WEIGHT CHANGE DN 1.0	TRIP M 0053 KGS	TIME P 0000
FL CHANGE UP FL1	NOT AVAILABLE	
FL CHANGE DN FL1	TRIP P 0127 KGS	TIME P 0002
FL CHANGE DN FL2	TRIP P 0106 KGS	TIME P 0004
SPD CHANGE CI 0	TRIP M 0012 KGS	TIME P 0002
SPD CHANGE CI 50	TRIP P 0111 KGS	TIME M 0003

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ATIS:.
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RVSM: ALT SYS LEFT:

STBY:

RIGHT:

-----TIMES

	ESTIMATED	SKED	ACTUAL
OUT	1150Z/1450L	1150Z/1450L	Z
OFF	1157Z/1457L	1157Z/1457L	Z
ON	1428Z/1628L	1431Z/1631L	Z
IN	1437Z/1637L	1440Z/1640L	Z
BLOCK TIME	0247	0250	.....

-----WEIGHTS

	EST	MAX	ACTUAL	
PAX	135		.....	
BAG/CARGO	2.7		.....	
PAYLOAD	14.0		.....	
ZFW	56.5	64.3	.....	
FUEL	7.7	15.9	.....	POSS EXTRA 8.2
TOW	64.2	72.3	LDG.....	
STAB TRIM			.....	
LAW	59.2	67.4	.....	

-----TERRAIN CLEARANCE CHECK

DD CHECK - TERRAIN CLEARANCE CHECK DISABLED

DP CHECK - TERRAIN CLEARANCE CHECK DISABLED



FLIGHT LOG

MOST CRITICAL MORA 08700 FEET AT UDVAR///MXSHR 02 AT SKP

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
SANTORINI LGSR	N3624.0 E02528.8	0000	...	37	142 147 1004	268	P006		7.6	0.1
NETIS1X SANTORINI SNI 110.40	N3623.7 E02529.0	0001 0001	...	016 40 0	301 306 1004	.38	356/007 P006	26 P14 560	7.5	0.2
NETIS1X SNI302029 SNI29	N3640.9 E02500.0	0005 0006	...	168 32 29	301 306 975	.62	001/004 M002	M02 P17 554	7.0	0.7
NETIS1X NETIS NETIS	N3642.2 E02457.8	0000 0006	...	175 43 2	323 328 973	.63	340/004 M003	M03 P17 554	7.0	0.7
UL607 GENDO GENDO	N3655.3 E02447.7	0003 0009	...	226 44 15	323 328 958	.70	282/008 M006	M17 P13 554	6.8	0.9
UL607 KEA KEA 115.00	N3733.4 E02417.9	0005 0014	...	318 41 45	337 341 913	.78	247/016 M003	M39 P10 554	6.5	1.2
UL617 T O C	N3817.1 E02359.8	0006 0020	...	380 74 46	337 341 867	.78	256/022 M002	M47 P10 553	6.2	1.5
UL617 SKOPELOS SKP 113.40	N3910.8 E02337.0	0008 0028	...	380 31 57	334 339 810	.76	255/023 M002	M48 P09 547	6.0	1.7
UL617 BAMOS BAMOS	N3917.7 E02333.7	0001 0029	...	380 20 7	334 339 803	.76	255/023 M003	M48 P09 547	6.0	1.8
UL617 IBIDI IBIDI	N3925.0 E02330.1	0001 0030	...	380 20 8	334 339 795	.76	255/023 M003	M48 P09 547	5.9	1.8
UL617 AGISA AGISA	N3944.0 E02320.9	0003 0033	...	380 20 20	334 339 775	.76	262/024 M006	M48 P09 546	5.9	1.9



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
UL617				380	334	.76	262/024	M48	5.8	1.9
AMSIV	N3954.6	0001	...	20	339	446	M006	P09		
AMSIV	E02315.7	0034	...	11	764	440	1	546	....	....
UL617				380	334	.76	262/024	M48	5.8	2.0
LEKPO	N4006.8	0002	...	33	339	446	M006	P09		
LEKPO	E02309.7	0036	...	13	751	440	1	546	....	....
UL617				380	327	.76	262/024	M48	5.7	2.1
THESSALONIK	N4027.4	0003	...	40	332	446	M006	P09		
TSL	E02259.5	0039	...	22	729	440	1	545	....	....
112.10										
UL617				380	316	.76	259/028	M48	5.5	2.3
MAKED	N4107.8	0006	...	79	321	446	M009	P09		
MAKED	E02231.0	0045	...	46	683	437	1	543	....	....
SKOPJE FIR										
-LWSS	N4107.4	0000	...							
	E02231.4	0045	...	0	683					
DCT				380	339	.77	271/033	M50	5.1	2.6
LONTA	N4209.6	0012	...	79	344	446	M022	P07		
LONTA	E02123.8	0057	...	80	603	424	1	519	....	....
KFOR FIR/UIR										
-BKPR	N4209.6	0000	...							
	E02123.9	0057	...	0	603					
UM749				380	333	.76	269/040	M50	4.9	2.8
UDVAR	N4306.9	0008	...	87	338	444	M012	P07		
UDVAR	E02102.4	0105	...	60	543	432	1	508	....	....
BELGRADE FIR/UIR										
-LYBA	N4307.2	0000	...							
	E02102.2	0105	...	0	543					
DCT				380	315	.76	272/042	M53	4.1	3.6
TONDO	N4602.8	0027	...	43	320	442	M019	P04		
TONDO	E01921.3	0132	...	190	353	423	2	434	....	....
BUDAPEST FIR										
-LHCC	N4602.8	0000	...							
	E01921.3	0132	...	0	353					
DCT				380	322	.77	271/053	M56	3.5	4.3
BEGLA	N4749.8	0021	...	35	327	440	M037	P01		
BEGLA	E01706.9	0153	...	141	212	403	1	399	....	....
VIENNA FIR										
-LOVV	N4753.6	0000	...							
	E01703.2	0153	...	4	208					



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
DCT				380	333	.77	272/072	M55	3.2	4.6
NAVTI	N4846.2	0010	...	44	338	441	M045	P02		
NAVTI	E01612.3	0203	...	63	145	396	2	382	....	....
PRAGUE FIR -LKAA	N4844.4	0000	...							
	E01613.4	0203	...	1	144					
DCT				380	334	.76	273/072	M55	3.0	4.7
T O D	N4926.1	0007	...	44	338	439	M035	P02		
	E01548.0	0210	...	42	102	404	2	382	....	....
DCT				372	292	.78	273/072	M54	3.0	4.7
BODAL	N4927.8	0000	...	44	297		M035	P03		
BODAL	E01547.0	0210	...	2	100	415		382	....	....
DCT				253	302	.74	281/054	M30	2.9	4.8
VLASIM	N4942.3	0005	...	39	307		M052	P06		
VLM	E01504.0	0215	...	31	69	403		371	....	....
114.30										
VLM6T				230	333	.71	281/046	M25	2.9	4.8
PR721	N4945.7	0002	...	38	338		M042	P06		
PR721	E01457.2	0217	...	6	63	396		371	....	....
VLM6T				207	333	.67	281/039	M20	2.9	4.8
PR722	N4951.7	0001	...	38	338		M023	P06		
PR722	E01453.4	0218	...	6	57	398		371	....	....
VLM6T				157	261	.61	282/028	M09	2.9	4.8
PR723	N5004.2	0002	...	36	266		M016	P07		
PR723	E01445.6	0220	...	13	44	372		371	....	....
VLM6T				100	240	.54	279/012	02	2.8	4.9
PR523	N5003.1	0003	...	35	245		M012	P07		
PR523	E01421.8	0223	...	15	29	342		375	....	....
VLM6T				077	240	.43	274/004	05	2.8	4.9
PR521	N5000.7	0001	...	37	244		M004	P05		
PR521	E01413.8	0224	...	6	23	279		376	....	....
VLM6T				046	038	.41	080/006	09	2.8	4.9
AKEVA	N4957.3	0001	...	36	043		P006	P03		
AKEVA	E01402.6	0225	...	8	15	275		376		
VLM6T									2.7	5.0
RUZYNE	N5006.0	0006	...							
LKPR	E01415.6	0231	...	15						

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WIND INFORMATION

CLIMB

350 251/018 -44
310 247/016 -38
200 295/006 -11
150 013/005 +02
100 101/006 +12

T O C

420 249/026 -52
400 253/024 -49
380 256/022 -47
360 253/019 -45
340 250/017 -43

SKP

420 250/027 -52
400 254/026 -50
380 255/023 -48
360 251/020 -46
340 244/016 -43

BAMOS

420 250/027 -52
400 254/025 -50
380 255/023 -48
360 251/020 -46
340 244/016 -43

IBIDI

420 250/027 -52
400 254/025 -50
380 255/023 -48
360 251/020 -46
340 244/016 -43

AGISA

420 268/026 -53
400 265/025 -51
380 262/024 -48
360 262/022 -46
340 262/021 -44

AMSIV

420 268/026 -53
400 265/025 -51
380 262/024 -48
360 262/022 -46
340 262/021 -44

LEKPO

420 268/026 -53
400 265/025 -51
380 262/024 -48
360 262/022 -46
340 262/021 -44

TSL

420 268/026 -53
400 265/025 -51
380 263/024 -48
360 262/022 -46
340 262/021 -44

MAKED

420 263/028 -53
400 261/028 -51
380 260/028 -48
360 261/026 -47
340 262/024 -45

LONTA

420 271/037 -53
400 270/035 -52
380 271/034 -50
360 277/034 -48
340 283/035 -45

UDVAR

420 268/043 -53
400 268/041 -52
380 270/040 -51
360 272/040 -48
340 275/039 -45

TONDO

420 268/051 -54
400 272/049 -55
380 275/046 -55
360 275/041 -52
340 274/036 -48

BEGLA

420 271/054 -54
400 271/059 -55
380 271/063 -56
360 272/063 -53
340 273/063 -49

NAVTI

420 270/054 -53
400 271/064 -54
380 273/072 -55
360 274/073 -52
340 275/074 -50

T O D

420 270/054 -53
400 271/064 -54
380 273/072 -55
360 274/073 -52
340 275/074 -50

DESCENT

350 275/074 -51
310 280/071 -44
200 281/037 -18
150 282/026 -08
100 276/013 +01



[ATC Flight Plan]

ICAO FLIGHT PLAN

FF LGGGZQZX LWSSZQZX BKPRZQZX LYBAZQZX LHCCZQZX LOVVZQZX LKAAZQZX
241103 CYULSBFP
(FPL-CYB5440-IS
-A20N/M-SDE2E3FGHIJ1RWXY/LB1
-LGSR1150
-N0446F380 NETIS1X NETIS UL607 KEA UL617 MAKED DCT LONTA UM749 UDVAR
DCT TONDO DCT BEGLA DCT NAVTI DCT BODAL DCT VLM VLM6T
-LKPR0221 EDDP EDDM
-PBN/A1B1C1D101S2 D0F/260824 REG/DAACE EET/LWSS0045 BKPR0057
LYBA0105 LHCC0132 LOVV0154 LKAA0203 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 CY5440 LGSR/LKPR

**[Runway Analysis]**

TAKEOFF AND LANDING REPORT CY 5440 LGSR-LKPR 24AUG26
TLR-1 SEQ-183824513 24AUG26 1103Z
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
LGSR	33	31.0	335M12	1011	7637	1	59	32	37	38	6418	7234	FLD

RMKS FLEX - SEL TEMP 59
BLEEDS ON

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

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

RWY	ACARS	LENGTH	PMTOW	NOTES
15		7677	7183	
33		7677	7637	

----- DRY RWY - PTOW - CALM WIND -----

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
15	7878	63	FLEX - BLEEDS ON	1	136	137	138	FLD
33	7391	54	FLEX - BLEEDS ON	1	135	136	137	FLD

----- DRY RWY - PTOW PLUS 2000 - CALM WIND -----

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
15	7878	59	FLEX - BLEEDS ON	1	137	139	140	FLD
33	7391	50	FLEX - BLEEDS ON	1	136	138	139	FLD

----- WET RWY - PTOW - CALM WIND -----

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
15	7753	60	FLEX - BLEEDS ON	1	129	137	138	FLD
33	7163	48	FLEX - BLEEDS ON	1	130	135	136	FLD

----- WET RWY - PTOW PLUS 2000 - CALM WIND -----

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
15	7753	56	FLEX - BLEEDS ON	1	131	139	140	FLD
33	7163	44	FLEX - BLEEDS ON	1	131	137	139	FLD

/// LANDING DATA ///

APT	PRWY	POAT	PWIND	PQNH	PMRLW	FLP	PLDW	LIMIT
LKPR	06	18.0	065M08	1023	6740	FULL	5924	AFM

RMKS WET RUNWAY

RWY	OAT	WIND	QNH	MRLW	FLP	VREF	PWR	CONFIG/CONDITION
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----- 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



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

	06	12	24	30
OAT	12188 FT	10663 FT	12188 FT	10663 FT
13	6740A/6740A	6740A/6740A	6740A/6740A	6740A/6740A
/ 18	6740A/6740A	6740A/6740A	6740A/6740A	6740A/6740A
23	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

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

LDW	VREF	DRY	WET	DRY	WET
5800	128	2764	3602	3761	4724
5900	129	2795	3643	3812	4787
/ 6000	130	2827	3684	3864	4849
6100	131	2867	3735	3925	4924
6200	132	2906	3787	3986	4999
HW/KT		-17	-22	-19	-25
TW/KT		51	65	78	96

END TAKEOFF AND LANDING REPORT CY 5440 LGSR-LKPR 24AUG26

**[Airport WX List]**

LGSR --> LKPR CY 5440 / 24AUG2026
LIDO/WEATHER SERVICE DATE : 24Aug2026 TIME : 11:03 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:
LGSR/JTR SANTORINI
SA 241050 34012KT CAVOK 31/15 Q1011
FT 240500 2406/2506 34015KT CAVOK

Destination:
LKPR/PRG RUZYNE
SA 241030 32003KT 230V030 9999 FEW042 18/08 Q1023 NOSIG
FT 240800 2409/2515 07008KT CAVOK
BECMG 2513/2515 9999 SCT040

Destination Alternates:
EDDP/LEJ LEIPZIG-HALLE
SA 241050 AUTO VRB03KT 9999 OVC038 17/09 Q1023 NOSIG
FT 240500 2406/2506 26004KT CAVOK
BECMG 2411/2413 07006KT

EDDM/MUC MUNICH
SA 241050 AUTO 04008KT 360V080 CAVOK 22/09 Q1020 NOSIG
FT 240500 2406/2512 03003KT CAVOK
BECMG 2406/2408 07009KT
BECMG 2416/2418 04004KT
BECMG 2509/2511 28005KT

AIRPORTLIST ENDED



[NOTAM]

LIDO-NOTAM-BULLETIN INCLUDES NOTAM, COMP NOTAM AND AIP-REGULATION
VALID: 2608241150 - 2608241827 STD(EOBT)+TRIP+ALTN+3HRS
CY 5440 /24AUG OFP-NR: 1
ROUTE: LGSR - LKPR ALTN: EDDP EDDM
N0446F380 NETIS1X NETIS UL607 KEA UL617 MAKED DCT LONTA UM749 UDVAR
DCT TONDO DCT BEGLA DCT NAVTI DCT BODAL DCT VLM VLM6T

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DEPARTURE AIRPORT - DETAILED INFO

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LGSR/JTR SANTORINI

+++++ AIRPORT +++++

B1274/26

ANEMOMETER RWY 15 U/S.

B1273/26

SANTORINI RADIO G/A/G FREQ 5637KHZ AND 2989KHZ U/S.

B1225/26

MIL EMERG FREQ 243.000MHZ U/S.

B1140/26

TWR FREQ 257.800 MHZ/CH5 U/S.

B1105/26IFR/VFR FLIGHTS FOR TRG OR EXAMINATION PURPOSES ARE NOT
ACCEPTED WI SANTORINI TMA.**B1014/26**HELICOPTER FLIGHTS TO/FROM HELICOPTER ALIGHTING AREA/PLATFORM
IN COORD 362237.79N 0252730.59E (PYRGOS DAMARI) WI LGSR ATZ,
ARE **SUSPENDED**.**B1013/26**HELICOPTER FLIGHTS TO/FROM HELICOPTER LANDING AREA/PLATFORM COORD
362824N 0252231E (THOLOS-AMETHYST) WI LGSR CTR ARE **SUSPENDED**.**B1012/26**HELICOPTER FLIGHTS TO/FROM HELICOPTER ALIGHTING AREA/PLATFORM IN
COORD 362615.66N 0252531.39E (IMEROVIGLI) WITHIN LGSR ATZ, ARE
SUSPENDED.**B1011/26**HELICOPTER FLIGHTS TO/FROM HELICOPTER ALIGHTING AREA/PLATFORM IN
COORD 362136.65N 0252430.88E (AKROTIRI) WI LGSR ATZ, ARE
SUSPENDED.**B1010/26**HELICOPTER FLIGHTS TO/FROM HELICOPTER ALIGHTING AREA/PLATFORM IN
COORD 362216N 0252534E (MEGALOCHORI-2) WI LGSR ATZ, ARE **SUSPENDED**.**B1009/26**HELICOPTER FLIGHTS TO/FROM HELICOPTER ALIGHTING AREA/PLATFORM IN
COORD 362200.16N 0252533.71E (MEGALOCHORI) WI LGSR ATZ, ARE
SUSPENDED.**B0547/26**

SANTORINI AD OPR HOURS AS FOLLOW:

FROM 26/03 TIL 28/03

DAILY 0345-2045

FROM 29/03 TIL 24/10

DAILY 0000-2359

NOTE:

SUN 29/03 0245-2359



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

B1169/26

VOR-RWY 15 STRAIGHT-IN APPROACH NOT AUTHORISED. ONLY CIRCLING
MINIMA APPLY. REF AIP GREECE AD 2-LGSR-IAC-8.

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DESTINATION AIRPORT - DETAILED INFO

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LKPR/PRG RUZYNE

+++++ AIRPORT +++++

A1196/26

OBST - HIGH REACH MACHINERY IN AREA
PSN 500708,95N 0141647,42E (N ALS **RWY 24**)
MAX HGT 10M AGL/ELEV 360M AMSL.
PSN 500705,02N 0141653,92E (S ALS **RWY 24**)
MAX HGT 10M AGL/ELEV 360M AMSL.
NO MARKING.

A1185/26

OBST - 2 MOBILE CRANES:
1) PSN 500714,77N 0141648,97E. MAX HGT 23M AGL, ELEV 370M AMSL.
2) PSN 500710,64N 0141651,41E. MAX HGT 15M AGL, ELEV 362M AMSL.
700M NE OF THR **RWY 24**. DAY AND NIGHT MARKING.

A1176/26

STAND 17 - VDGS **U/S**.

A0973/26

STAND 15 - VDGS **U/S**

A0966/26

VDGS ON STAND 7 **U/S**.

A0959/26

STAND 22A - VDGS **U/S**.

A0890/26

VDGS ON STAND 20 **U/S**.

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

A1216/26

ILS RWY 24 DOWNGRADED TO CAT I. GUIDED TAKE-OFF NOT AVAILABLE.

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DESTINATION ALTERNATE AIRPORT(S)

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EDDP/LEJ LEIPZIG-HALLE

+++++ AIRPORT +++++

A4345/26

MON-FRI 0500-1900
RAPID EXIT **TWY S3, S4 AND S6 CLSD**.

A4346/26

MON-FRI 0500-1900
TWY S2, S7, S8, S9, S10, H7, H8 CLSD.
TWY T CLSD BTN S8 AND S10.
TWY V CLSD BTN Z5.2 AND S10.

**A4166/26**

OCA(H) VALUES RAISED:

LPV **RWY 08L**: A 766 (348), B 775 (357), C 783 (365), D 792 (374)FT.LPV **RWY 08R**: A 873 (445), B 880 (452), C 888 (460), D 895 (467)FT.LPV **RWY 26L**: A 785 (315), B 795 (325), C 804 (334), D 828 (358)FT.LPV **RWY 26R**: A 855 (407), B 863 (415), C 870 (422), D 878 (430)FT.DUE TO INADEQUATE PROTECTION PROVIDED IN MISSED APCH SEGMENT
FOR SOME NAV SYSTEMS AUTHORISED FOR LPV OPS.**A3912/26****TWY V CLOSED** FOR ACFT CATEGORY F BTN **TWY S2** AND **TWY Y**.**A3545/26**

OCA(H) VALUES RAISED AS FOLLOWS:

LNAV/VNAV **RWY 26L**: ACFT CATEGORIES A 785 (315)FT, B 795 (325)FT,
C 804 (334)FT

DUE TO MOBILE CRANE AT 512435N 0121659E.

ELEV 653FT, MARKED AND LIGHTED.

A2817/26**TWY M CLSD**.**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 +++++

A4344/26

MON-FRI 0500-1900

RWY 08R/26L CLSD.

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

A4352/26**DME** ASSOCIATED WITH **ILS RWY 26R** ON TEST. DO NOT USE, FALSE
INDICATON POSS.**A4136/26**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.**A4130/26**MISSED 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.**A4109/26****DME** ILNW CH50X (111,30MHZ) ASSOCIATED WITH **ILS RWY 26R** ON TEST.
DO NOT USE, FALSE INDICATIONS POSSIBLE.

**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 +++++

A3815/26

STAR 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 +++++

A4282/26

TWY S8 CLSD.

A4284/26

TXL CENTER2 LTD TO ACFT ICAO CODE LETTER C BTN **TWY S7** AND TXL D3.

A4287/26

TXL E2 **CLSD** BTN **TWY S8** AND TXL D3.

A4286/26

TXL D4 **CLSD**.

A4152/26

OCA(H) VALUES RAISED:

LPV **RWY 08L**: A 1748 (317), B 1793 (326), C 1802 (335),
D 1868 (401)FT.

LPV **RWY 08R**: A 1909 (423), B 1917 (431), C 1925 (439),
D 1934 (448)FT.

LPV **RWY 26L**: A 1785 (315), B 1794 (324), C 1803 (333),
D 1888 (418)FT.

LPV **RWY 26R**: A 1908 (459), B 1917 (468), C 1925 (476),
D 1933 (484)FT.

DUE TO INADEQUATE PROTECTION PROVIDED IN MISSED APCH SEGMENT
FOR SOME NAV SYSTEMS AUTHORISED FOR LPV OPS.

A3304/26

MSA BASED ON MNW **NDB** RAISED TO 4000FT MSL.

INFORMATION WILL BE PUBLISHED PERM IN AIP EFF 29.10.2026.

+++++ SID +++++

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 +++++

A4292/26

ILS RWY 26L DOWNGRADED TO **CAT I**, RELIABILITY NOT DEMONSTRATED,
NOT USABLE FOR AUTOLAND (ICAO CLASSIFICATION I/E/1).

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.



[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 =====

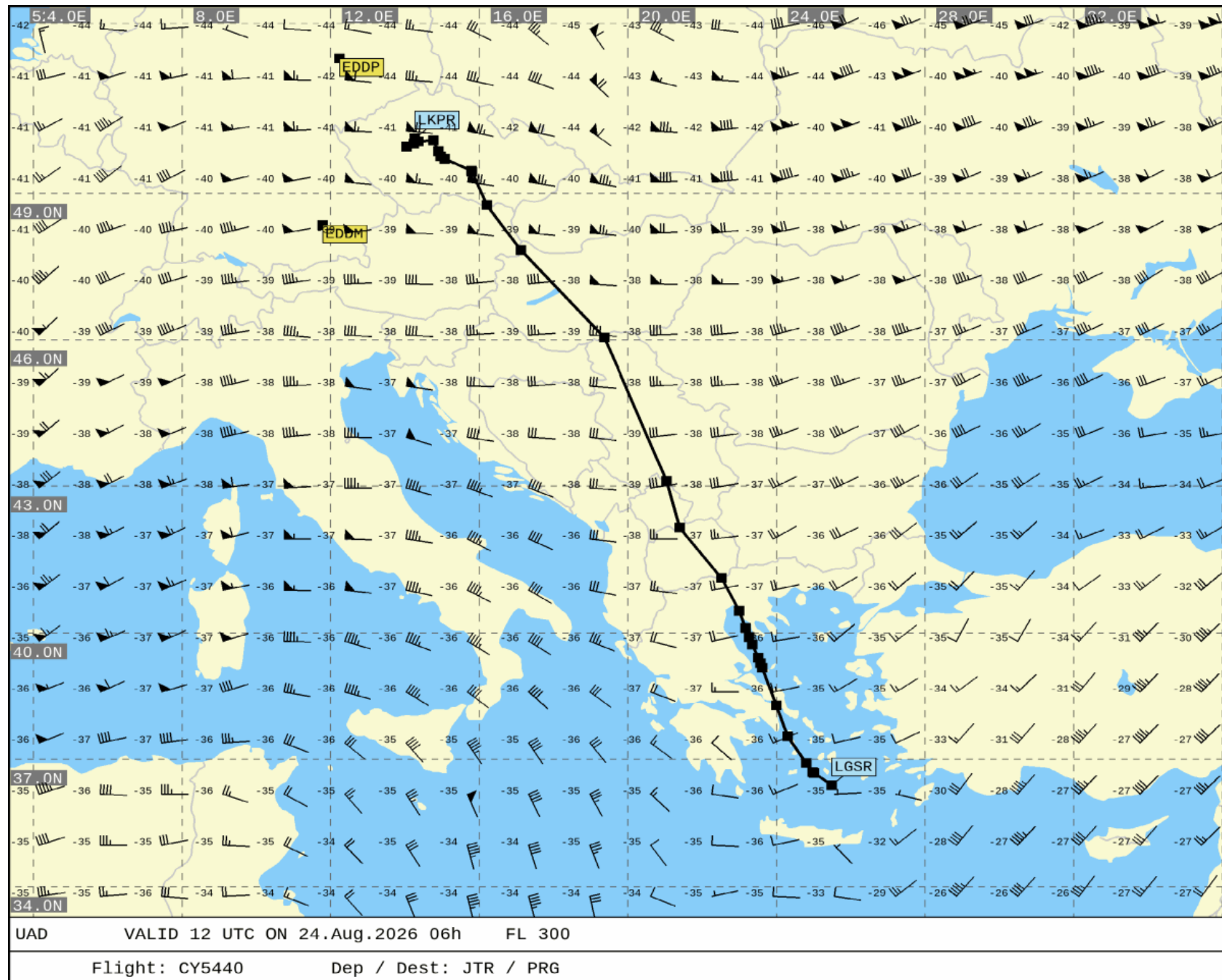


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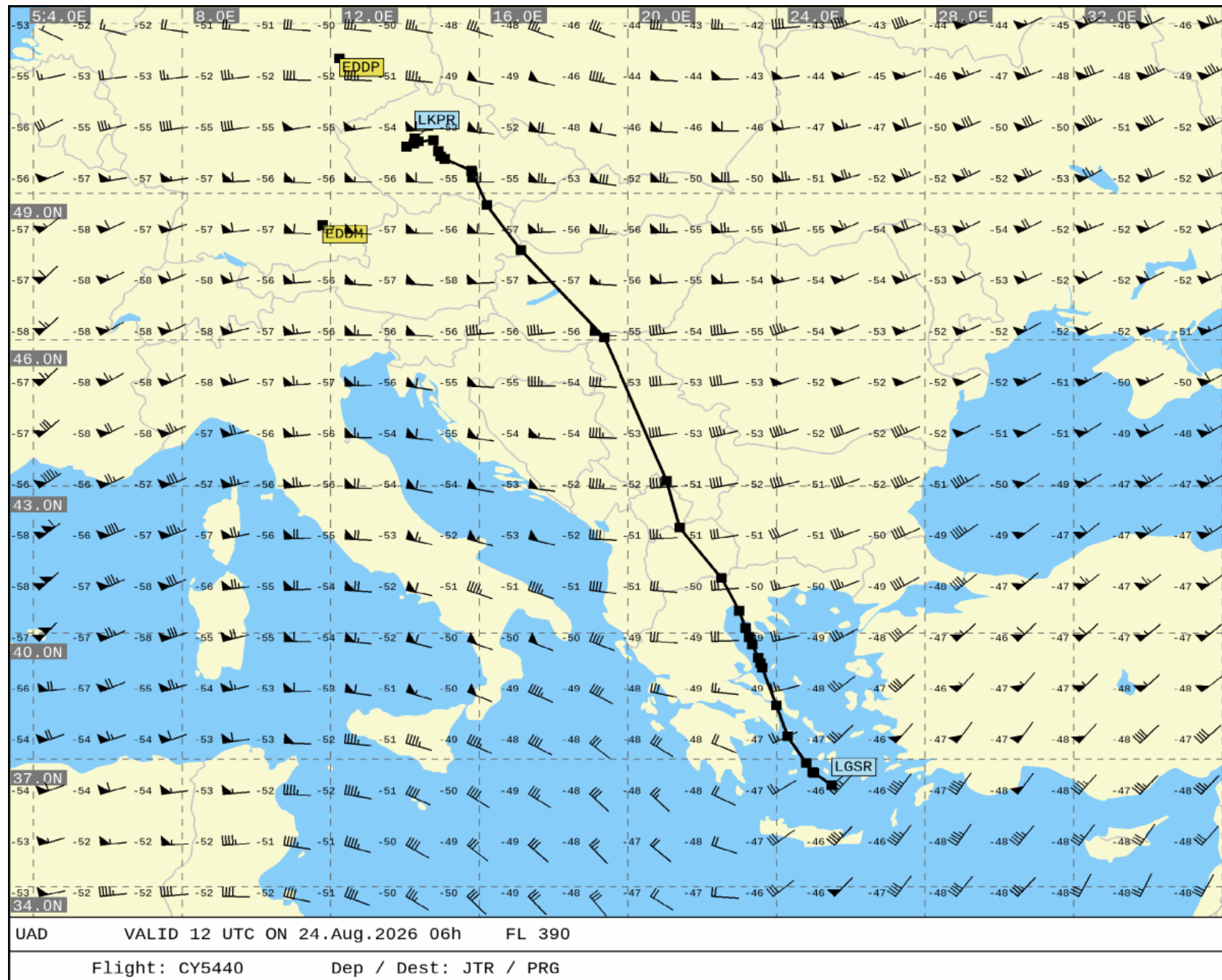
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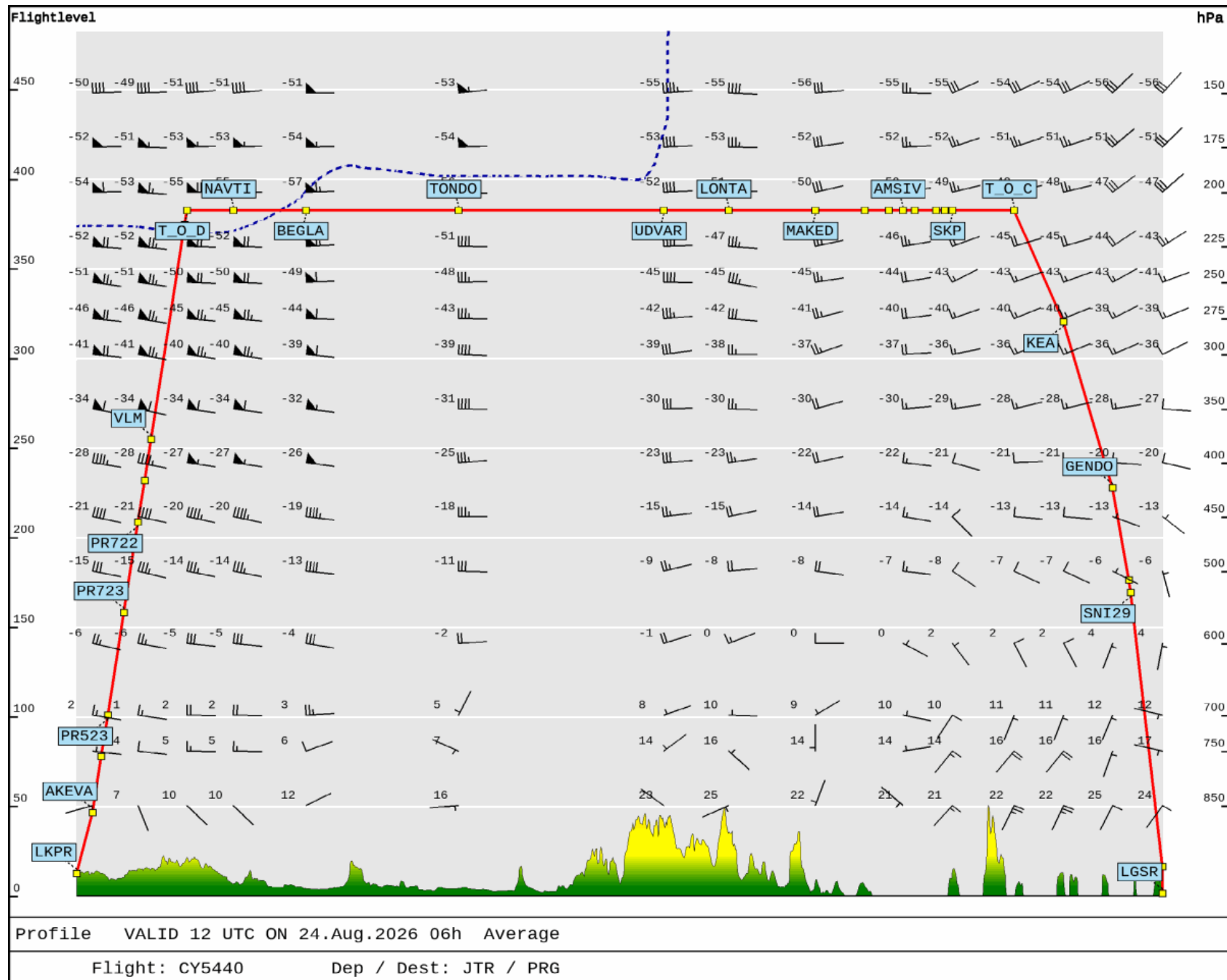


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