



[OFF]

CY0736 19OCT2026 RJFR-ZSPD A320 DAICL RELEASE 0943 19OCT26
OFF 1 KITAKYUSHU-PUDONG
WX PROG 1909 1912 1915 OBS 1900 1900 1900

ATC C/S CYB736 RJFR/KKJ ZSPD/PVG CRZ SYS CI 5
19OCT2026 DAICL 1030/1034 1209/1217 GND DIST 551
FENIX A320 / IAE V2527-A5 STA 1225 AIR DIST 639
CTOT:.... G/C DIST 495

MAXIMUM TOW 73500 LAW 64500 ZFW 61000
ESTIMATED TOW 64995 LAW 61121 ZFW 58754
AVG WIND 275/064
AVG W/C M056
AVG ISA P009
AVG FF KGS/HR 2445
FUEL BIAS M03.0
TKOF ALTN

ALTN ZSNB
FL STEPS RJFR/0380/AKARA/1160

DISP RMKS LOAD DISTRIBUTION ECO 125 BUS 30 BAG 2460

PLANNED FUEL

FUEL ARPT FUEL TIME

TRIP PVG 3874 0135
CONT 5 MIN 204 0005
ALTN NGB 1114 0025
FINRES 1049 0030

MINIMUM T/OFF FUEL 6241 0235

EXTRA 0 0000

T/OFF FUEL 6241 0235
TAXI KKJ 46 0004

BLOCK FUEL KKJ 6287
PIC EXTRA
TOTAL FUEL
REASON FOR PIC EXTRA

FMC INFO:
FINRES+ALTN 2163
TRIP+TAXI 3920

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: IRA BRADLEY

PIC NAME: ., ...

TEL: +1 800 555 0199

PIC SIGNATURE:



ALTERNATE ROUTE TO:				FINRES			1049
APT	TRK	DST	VIA	FL	WC	TIME	FUEL
ZSNB/13	192	111	ANDB AND AND81A	177	M025	0025	1114
ZSSS/18L	277	65	DCT JTN DCT	059	M013	0023	748

MEL/CDL ITEMS DESCRIPTION

ROUTING:

ROUTE ID: DEF RTE

RJFR/36 ONGHA2 ONGHA DCT DGC Y28 ISAKY Y592 POTET A593 DUMET DUMET1
ZSPD/17L

DEPARTURE ATC CLEARANCE:

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OPERATIONAL IMPACTS

WEIGHT CHANGE	UP	1.0	TRIP	P	0043	KGS	TIME	P	0000
WEIGHT CHANGE	DN	1.0	TRIP	M	0035	KGS	TIME	P	0000
FL CHANGE	UP	FL1	NOT AVAILABLE						
FL CHANGE	DN	FL1	TRIP	P	0010	KGS	TIME	M	0000
FL CHANGE	DN	FL2	TRIP	P	0025	KGS	TIME	P	0000
SPD CHANGE	CI	0	TRIP	P	0003	KGS	TIME	P	0000
SPD CHANGE	CI	50	TRIP	P	0060	KGS	TIME	M	0001

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

STBY:

RIGHT:

-----TIMES

	ESTIMATED	SKED	ACTUAL
OUT	1030Z/1930L	1030Z/1930L	Z
OFF	1034Z/1934L	1034Z/1934L	Z
ON	1209Z/2009L	1217Z/2017L	Z
IN	1217Z/2017L	1225Z/2025L	Z
BLOCK TIME	0147	0155	.....

-----WEIGHTS

	EST	MAX	ACTUAL	
PAX	155		.....	
BAG/CARGO	2.3		.....	
PAYLOAD	14.7		.....	
ZFW	58.8	61.0	.....	
FUEL	6.3	9.7	.....	POSS EXTRA 3.4
TOW	65.0	68.4	LDG.....	
STAB TRIM			.....	
LAW	61.1	64.5	.....	

-----TERRAIN CLEARANCE CHECK

DD CHECK - TERRAIN CLEARANCE CHECK DISABLED

DP CHECK - TERRAIN CLEARANCE CHECK DISABLED



FLIGHT LOG

MOST CRITICAL MORA 05000 FEET AT DGC///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
KITAKYUSHU RJFR	N3350.7 E13102.1	...	...	21	345 337 551	260	P000		6.2	0.0
ONGHA2 SUOH (KITAK SWE 113.85	N3351.4 E13101.8	0001 0001	...	015 48 2	260 251 549	.38	243/004 P000	21 P09 525	6.1	0.2
ONGHA2 ONGHA ONGHA	N3347.3 E13047.2	0003 0004	...	104 48 13	259 251 536	.55	246/026 M026	08 P14 525	5.8	0.5
DCT FUKUOKA DGC 114.50	N3340.6 E13023.4	0004 0008	...	183 50 21	241 232 515	.64	238/034 M033	M08 P14 521	5.4	0.9
Y28 ISAKY ISAKY	N3312.4 E12939.2	0007 0015	...	290 30 46	256 247 469	.78	265/058 M050	M30 P13 534	4.9	1.4
Y592 ASOVO ASOVO	N3253.1 E12843.3	0008 0023	...	361 23 51	255 247 418	.78	279/073 M064	M47 P10 532	4.5	1.8
Y592 T O C	N3245.7 E12822.4	0003 0026	...	380 20 19	254 247 399	.78	281/080 M069	M51 P06 535	4.4	1.9
Y592 CAMAS CAMAS	N3243.4 E12815.7	0001 0027	...	380 20 6	255 247 393	.78	281/081 M069	M51 P06 535	4.3	2.0
Y592 POTET POTET	N3216.8 E12702.4	0010 0037	...	380 20 67	263 255 326	.78	283/074 M062	M51 P06 542	3.9	2.3
A593 ONIKU ONIKU	N3211.7 E12639.3	0003 0040	...	380 20 20	263 255 306	.78	283/074 M067	M51 P06 542	3.8	2.5
INCHEON FIR -RKRR	N3211.8 E12639.7	0000 0040	...	0	306					
A593 NIRAT NIRAT	N3203.9 E12603.5	0005 0045	...	380 20 31	263 255 275	.78	280/075 M069	M51 P06 546	3.7	2.6



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
A593 PONIK PONIK	N3200.3 E12547.0	0002 0047	... ...	380 20 14	263 255 261	.78 455 386	280/075 M069 1	M51 P06 546	3.6	2.7
A593 SADLI SADLI	N3149.8 E12500.0	0006 0053	... ...	380 20 41	263 255 220	.78 455 386	280/075 M069 1	M51 P06 538	3.4	2.9
A593 LAMEN LAMEN	N3136.6 E12400.0	0009 0102	... ...	380 20 53	263 255 167	.78 455 383	277/077 M072 1	M51 P06 541	3.1	3.2
SHANGHAI FIR -ZSHA	N3136.6 E12400.0	0000 0102	... ...	0	167					
A593 AKARA AKARA	N3130.0 E12330.0	0004 0106	... ...	380 20 26	264 257 141	.78 454 382	277/077 M072 1	M51 P06 541	2.9	3.4
A593 DUMET DUMET	N3121.6 E12246.5	0006 0112	... ...	1160 20 38	248 241 103	.78 453 389	280/069 M064 1	M51 P06 534	2.7	3.6
DUMET1 T O D	N3118.3 E12239.3	0001 0113	... ...	1160 20 7	247 241 96	.78 452 396	280/069 M056 1	M51 P06 534	2.7	3.6
DUMET1 PD230 PD230	N3105.2 E12211.6	0005 0118	... ...	830 20 27	327 320 69	.78 428	262/055 M052	M24 P15 535	2.6	3.7
DUMET1 PD232 PD232	N3109.2 E12207.7	0001 0119	... ...	765 20 5	048 041 64	.74 434	260/054 M029	M20 P15 535	2.6	3.7
DUMET1 PD233 PD233	N3114.2 E12212.9	0002 0121	... ...	680 20 7	032 025 57	.70 482	260/054 P041	M14 P16 535	2.6	3.7
DUMET1 PD234 PD234	N3120.2 E12216.2	0001 0122	... ...	595 20 7	015 008 50	.66 448	258/050 P028	M08 P16 535	2.6	3.7
DUMET1 PD235 PD235	N3127.0 E12217.4	0001 0123	... ...	505 20 7	277 270 43	.62 416	253/039 P015	M01 P17 535	2.6	3.7
DUMET1 MP1 MP1	N3127.0 E12150.2	0005 0128	... ...	225 20 23	194 186 20	.43 271	236/018 M015	14 P14 535	2.5	3.8



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

DUMET1									2.4	3.9
PUDONG	N3108.7	0007	...							
ZSPD	E12147.6	0135	...	20						

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WIND INFORMATION

CLIMB

350 278/070 -45
310 263/059 -35
200 247/039 -12
150 248/032 -00
100 245/025 +08

T O C

420 281/081 -60
400 281/081 -55
380 281/081 -51
360 280/078 -47
340 278/076 -42

CAMAS

420 281/081 -60
400 281/081 -55
380 281/081 -51
360 280/078 -47
340 278/076 -42

POTET

420 282/073 -60
400 283/074 -55
380 283/074 -51
360 280/071 -46
340 276/068 -42

ONIKU

420 282/073 -60
400 283/074 -55
380 283/074 -51
360 280/071 -46
340 276/068 -42

NIRAT

420 280/077 -60
400 281/076 -56
380 280/075 -51
360 278/072 -46
340 275/069 -42

PONIK

420 280/077 -60
400 281/076 -55
380 280/075 -51
360 278/072 -46
340 275/069 -42

SADLI

420 279/077 -60
400 280/076 -56
380 280/075 -51
360 278/073 -46
340 275/072 -41

LAMEN

420 276/078 -60
400 277/078 -56
380 277/077 -51
360 275/075 -46
340 273/073 -41

AKARA

420 276/078 -60
400 277/078 -56
380 277/077 -51
360 275/075 -46
340 273/073 -41

DUMET

421 276/067 -61
401 279/068 -56
381 280/069 -51
361 277/067 -46
341 275/065 -41

T O D

421 276/067 -61
401 279/068 -56
381 280/069 -51
361 277/067 -46
341 275/065 -41

DESCENT

350 276/066 -43
310 267/059 -33
200 259/051 -09
150 248/037 +02
100 241/027 +10



[ATC Flight Plan]

ICAO FLIGHT PLAN

FF RJJJZQZX RKRRZQZX ZSHAZQZX

190943 CYULSBFP

(FPL-CYB736-IS

-A320/M-SDE3FGHIRWY/LB1

-RJFR1030

-N0455F380 ONGHA2 ONGHA DCT DGC Y28 ISAKY Y592 POTET A593

LAMEN/K0841F380 A593 AKARA/K0839S1160 A593 DUMET DUMET1

-ZSPD0125 ZSNB ZSSS

-PBN/A1B1C1D101S1 D0F/261019 REG/DAICL EET/RKRR0040 ZSHA0102

CODE/323B0D 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 CY0736 RJFR/ZSPD



[Runway Analysis]

TAKEOFF AND LANDING REPORT CY 736 RJFR-ZSPD 19OCT26
TLR-1 SEQ-190325583 19OCT26 0943Z
A/C D-AICL FENIX A320 IAE V2527-A5 BEW/CG 44029/.....

/// TAKEOFF DATA ///

APT	PRWY	POAT	PWIND	PQNH	PMRTW	FLP	MT	V1	VR	V2	PTOW	MFPTW	LIMIT
RJFR	36	24.0	028M02	1017	7339	1	53	38	40	41	6500	6837	FLD

RMKS FLEX - SEL TEMP 53
BLEEDS ON

RWY	OAT	WIND	QNH	MRTW	FLP	V1	VR	V2	PWR	CONFIG/CONDITION
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RWY	ACARS	LENGTH	PMTOW	NOTES
18		8202	7239	ILS 109.15
36		8202	7339	

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
18	7306	53	FLEX - BLEEDS ON	1	138	140	141	FLD
36	7310	53	FLEX - BLEEDS ON	1	138	140	141	FLD

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
18	7306	49	FLEX - BLEEDS ON	1	136	141	142	FLD
36	7310	48	FLEX - BLEEDS ON	1	135	141	142	FLD

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
18	7240	51	FLEX - BLEEDS ON	1	132	140	141	FLD
36	7243	51	FLEX - BLEEDS ON	1	132	140	141	FLD

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
18	7240	47	FLEX - BLEEDS ON	1	133	141	142	FLD
36	7243	47	FLEX - BLEEDS ON	1	133	141	142	FLD

/// LANDING DATA ///

APT	PRWY	POAT	PWIND	PQNH	PMRLW	FLP	PLDW	LIMIT
ZSPD	17L	24.0	126M08	1016	6450	FULL	6112	AFM

RMKS NONE

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



----- ACARS RUNWAYS -----
RWY ACARS LENGTH PMRLW NOTES
16L 12467 6450 ILS 111.50
16R 12467 6450 ILS 108.70
17L 13123 6450 ILS 110.70
17R 11155 6450 ILS 111.10
34L 12467 6450 ILS 108.30
34R 12467 6450 ILS 108.90
35L 11155 6450 ILS 108.10
35R 13123 6450 ILS 111.90

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

	16L	16R	17L	17R
OAT	12467 FT	12467 FT	13123 FT	11155 FT
19	6450A/6450A	6450A/6450A	6450A/6450A	6450A/6450A
/ 24	6450A/6450A	6450A/6450A	6450A/6450A	6450A/6450A
29	6450A/6450A	6450A/6450A	6450A/6450A	6450A/6450A
HW/10KT	0/ 0	0/ 0	0/ 0	0/ 0
TW/10KT	0/ 0	0/ 0	0/ 0	0/ 0

	34L	34R	35L	35R
OAT	12467 FT	12467 FT	11155 FT	13123 FT
19	6450A/6450A	6450A/6450A	6450A/6450A	6450A/6450A
/ 24	6450A/6450A	6450A/6450A	6450A/6450A	6450A/6450A
29	6450A/6450A	6450A/6450A	6450A/6450A	6450A/6450A
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
6000	130	2784	3628	3815	4785
6100	131	2823	3678	3875	4858
/ 6200	132	2862	3729	3935	4932
6300	133	2897	3775	3989	4998
6400	134	2932	3821	4043	5065
HW/KT		-17	-23	-20	-25
TW/KT		51	66	79	97

END TAKEOFF AND LANDING REPORT CY 736 RJFR-ZSPD 19OCT26

**[Airport WX List]**

RJFR --> ZSPD CY 736 / 19OCT2026
LIDO/WEATHER SERVICE DATE : 19Oct2026 TIME : 09:43 UTC

AIRMETs:

No Wx data available

SIGMETs:

ZSHA SHANGHAI FIR
WS SIGMET 4 VALID 190730/191130 ZSSS- ZSHA SHANGHAI FIR
EMBD TS FCST N OF N30 AND S OF N33 TOP FL350 MOV E
30KMH NC=
WS SIGMET 5 VALID 190730/191130 ZSSS- ZSHA SHANGHAI FIR
SEV ICE FCST N OF N34 FL160/220 MOV E 20KMH NC=
RKRR INCHEON FIR
WS SIGMET A03 VALID 190900/191300 RKSI- RKRR INCHEON FIR
SEV ICE FCST N3225 E12400 - N3326 E12813 - N3637
E12848 - N3533 E12400 - N3225 E12400 FL150/200 MOV ENE
25KT NC=

Tropical Cyclone SIGMETs:

No Wx data available

Volcanic Ash SIGMETs:

RJJJ FUKUOKA FIR
WV SIGMET X01 VALID 190622/191222 RJTD- RJJJ FUKUOKA FIR
VA ERUPTION MT SAKURAJIMA (AIRA CALDERA) PSN N3136
E13039 VA CLD OBS AT 0601Z FL070 MOV NE=
WV SIGMET X02 VALID 190921/191521 RJTD- RJJJ FUKUOKA FIR
VA ERUPTION MT SAKURAJIMA (AIRA CALDERA) PSN N3136
E13039 VA CLD OBS AT 0853Z FL080 MOV NE=

Departure:

RJFR/KKJ KITAKYUSHU
SA 190900 02002KT 9999 FEW010 BKN/// 24/23 Q1017
FT 190505 1906/2012 07006KT 9999 FEW015
BECMG 1907/1909 15004KT
BECMG 2000/2003 02006KT
BECMG 2009/2012 17004KT

Destination:

ZSPD/PVG PUDONG
SA 190930 10004MPS 030V130 9999 BKN020 24/22 Q1016 NOSIG
FT 190303 1906/2012 04004MPS 8000 BKN015 TX25/1906Z TX29/2006Z
TN21/1921Z
BECMG 1909/1910 12004MPS

Destination Alternates:

ZSNB/NGB LISHE
SA 190900 05002MPS 360V090 9999 SCT026 BKN050 27/22 Q1015 NOSIG
FT 190308 1906/2006 13004MPS 6000 SCT020 TX33/2006Z TN22/1921Z

ZSSS/SHA HONGQIAO

SA 190930 VRB01MPS 9999 BKN016 24/21 Q1016 NOSIG
FT 190303 1906/2012 04004MPS 8000 BKN015 TX26/1906Z TX29/2006Z
TN21/1921Z
BECMG 1910/1911 12004MPS

AIRPORTLIST ENDED



[NOTAM]

LIDO-NOTAM-BULLETIN INCLUDES NOTAM, COMP NOTAM AND AIP-REGULATION
VALID: 2610191030 - 2610191542 STD(EOBT)+TRIP+ALTN+3HRS
CY 736 /19OCT OFP-NR: 1
ROUTE: RJFR - ZSPD ALTN: ZSNB ZSSS
N0455F380 ONGHA2 ONGHA DCT DGC Y28 ISAKY Y592 POTET A593
LAMEN/K0841F380 A593 AKARA/K0839S1160 A593 DUMET DUMET1

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DEPARTURE AIRPORT - DETAILED INFO

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RJFR/KKJ KITAKYUSHU

+++++ AIRPORT +++++

L4190/26

13 15 19-20 1700/2115

ALL **TWY CLSD** DUE TO MAINT

EXC ACFT WITH PRIOR PERMISSION AT LEAST 2HR BFR

L4370/26OBST LGT **U/S**

TYPE: TOWER

PSN: 335111.25N1310155.68E ELEV: 65FT AMSL

(KITAKYUSHU-SHI IN FUKUOKA)

L4188/26

02 07 14 16 21-23 1700/2100

ALL **TWY CLSD** DUE TO MAINT

EXC ACFT WITH PRIOR PERMISSION AT LEAST 2HR BFR

L3916/26

2300/1100

VEHICLE EXIST BLW TRANSITIONAL SFC

1.PSN : BOUNDED BY FLW POINT

335126.74N1310150.64E - 335126.43N1310147.91E

(106M BFR **RWY 18** THR AND

175M TO 248M RIGHT EXTENDED RCL)

(KITAKYUSHU-SHI IN FUKUOKA)

2.TIME : HJ

3.NUMBER : 1

4.RMK : WX MNM, INSTRUMENT APCH PROC, SID, STAR NO CHANGE

F) SFC G) 28FT AMSL

L3914/26

03 0059/1100 03-OCT 27 2300/1100

CRANE EXIST BLW TRANSITIONAL SFC

1.PSN : BOUNDED BY FLW POINT

335126.52N1310148.85E - 335126.43N1310147.91E

(106M BFR **RWY 18** THR AND

194M TO 248M RIGHT EXTENDED RCL)

(KITAKYUSHU-SHI IN FUKUOKA)

2.TIME : HJ

3.NUMBER : 1

4.RMK : (1)WX MNM, INSTRUMENT APCH PROC, SID, STAR NO CHANGE

(2)THIS NOTAM WILL BE INCORP IN SUP

F) SFC G) 51FT AMSL

**L3892/26**

MANDATORY INSTRUCTION MARKING FOR T6 PARTLY ERASED
RMK: (1)REF AIP SUP 061/26 ITEM TWY:6
(2)THE EXACT TIME OF NEXT PERIOD WILL BE NOTIFIED
BY FURTHER NOTAM

L3891/26

FLW LGT **U/S**
RWY-GUARD-LGT FOR **TWY T6**
TWY-CL-LGT FOR **TWY T6**
STOP-BAR LGT FOR **TWY T1** THRU T6
RMK:(1)REF AIP SUP 061/26 ITEM TWY:2,3,9
(2)THE EXACT TIME OF NEXT PERIOD WILL BE NOTIFIED
BY FURTHER NOTAM

L3890/26

FLW LGT **U/S**
RTHL FOR **RWY 36**
SALS FOR **RWY 36**
APCH-LGT-BCN FOR **RWY 36**
CGL FOR **RWY 36**
RMK:(1)REF AIP SUP 061/26 ITEM RWY:1,2,3,5
(2)THE EXACT TIME OF NEXT PERIOD WILL BE NOTIFIED
BY FURTHER NOTAM

L3830/26

2300/0800
BACKHOE EXIST BLW APCH SFC FOR **RWY 36** AND TRANSITIONAL SFC
1.PSN : BOUNDED BY FLW POINT
334953.72N1310222.85E - 334959.54N1310207.08E -
334959.32N1310205.55E - 334936.13N1310210.27E -
334938.36N1310225.99E - 334953.72N1310222.85E
(107M TO 840M BFR **RWY 36** THR AND
166M RIGH TO 243M LEFT EXTENDED RCL)
(MIYAKO-GUN IN FUKUOKA)
2.NUMBER : MAX 2
3.RMK : WX MNM, INSTRUMENT APCH PROC, SID, STAR NO CHANGE
F) SFC G) 49FT AMSL

L3675/26

OBST LGT **U/S**
TYPE: CHIMNEY
PSN: 334714.10N1305955.70E ELEV: 686FT AMSL
(MIYAKO-GUN IN FUKUOKA)
OBST LGT IN PLACE OF OBST DAY MARKING FOR CHIMNEY

+++++ RUNWAY +++++

L4204/26

13 15 19-20 1700/2115
RWY 18/36 CLSD DUE TO MAINT
EXC ACFT WITH PRIOR PERMISSION AT LEAST 2HR BFR

L4202/26

02 07 14 16 21-23 1700/2100
RWY 18/36 CLSD DUE TO MAINT
EXC ACFT WITH PRIOR PERMISSION AT LEAST 2HR BFR

L3979/26

RWY-THR-ID-LGT FOR **RWY 36** INSTL
RMK:(1)REF AIP SUP 061/26 ITEM RWY:4
(2)THE EXACT TIME OF NEXT PERIOD WILL BE NOTIFIED BY FURTHER NOTAM



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DESTINATION AIRPORT - DETAILED INFO

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ZSPD/PVG PUDONG

+++++ AIRPORT +++++

F4020/26

ACTIVITIES OF BIRD FLOCKS WILL TAKE PLACE AROUND **AD**:

AREA 1: PRIMARY ACTIVITY AREA INCLUDE CHONGMING ISLAND(EASTERN OF AIRPORT) TO SEA OF CHANGXING ISLAND AND AREAS WI A 6KM RADIUS OF WETLAND,FARMLAND AND COASTAL REGION NORTH/SOUTH END OF AIRPORT.

ALT: 0M-200M,MIGRATORY FLIGHT ALT 300M-3,000M AT NIGHT.

TIME: DAY AND NIGHT.

AREA 2: 8KM-15KM SOUTH OF RWY34R THR TO 7 KM EAST OF RWY16L/34R RCL.

ALT: 30M-80M

TIME: DAY AND NIGHT,

AERODROME AUTHORITY RESORTS TO DISPERSAL METHODS TO REDUCE BIRD ACTIVITIES.

EXERCISE **CAUTION** WHILE LANDING AND TAKE-OFF.

F3945/26

ADD NEW OBSTACLE WITHIN A CIRCLE WITH A RADIUS OF 15KM

(CENTERED ON THE ARP):

OBSTACLE ID/DESIGNATION TYPE POSITION MAG BRG(DEGREE)/DIST(M)

ELEVATION(M) MARKING/LIGHTING TYPE AND COLOUR FLIGHT

PROCEDURE/TAKE-OFF PATH AREA AFFECTED&REMARKS

1	CRANE	CRANE	156/3,984	58.4	RED LGT
-					
2	CRANE	CRANE	155/4,003	58.4	RED LGT
-					
3	CRANE	CRANE	157/4,013	58.4	RED LGT
-					
4	CRANE	CRANE	156/4,019	58.4	RED LGT
-					
5	CRANE	CRANE	156/4,021	58.4	RED LGT
-					
6	CRANE	CRANE	155/4,033	58.4	RED LGT
-					
7	CRANE	CRANE	157/4,058	58.4	RED LGT
-					
8	CRANE	CRANE	156/4,063	58.4	RED LGT
-					
9	CRANE	CRANE	157/4,086	58.4	RED LGT
-					
10	CRANE	CRANE	156/4,104	58.4	RED LGT
-					

F3772/26

TWY R6 CLSD BTN **TWY F** AND **RWY16R/34L**.

F3286/26

TWY T5(BTN **TWY S1** AND **TWY S2**) ONLY **AVBL** FOR ACFT WITH WINGSPAN LESS THAN 36M.

**F3220/26**

PUDONG AIRPORT VISUAL APPROACH REGULAR OPERATION: 1. IMPLEMENTATION WEATHER CONDITIONS PREVAILING VISIBILITY : MORE THAN 5,000M, CEILING: 700M AND ABOVE. 2. INSTRUCTIONS FOR PILOTS 2.1 THE VISUAL APPROACH SHALL BE INITIATED BY EITHER PILOT OR ATC UPON MUTUAL APPROVAL. ATC WILL INFORM THE CREW OF THE EXPECTED VISUAL APPROACH WHEN ISSUING THE ARRIVAL METHOD, , THE PILOT MUST INFORM THE ATC IF CANNOT ACCEPT THE VISUAL APPROACH. 2.2 THE ATC MAY ISSUE VISUAL APPROACH INSTRUCTION AFTER PILOT REPORT THE LANDING **RUNWAY** OR THE PRECEDING AIRCRAFT IS IN SIGHT. 2.3 AFTER RECEIVING THE VISUAL APPROACH CLEARANCE, THE ALTITUDE AND HEADING SHALL BE AT THE PILOT'S OWN DISCRETION. FLYING TOWARD THE LANDING AIRPORT OR FOLLOW THE PRECEDING AIRCRAFT FOR VISUAL APPROACH, THE PILOT IS RESPONSIBLE FOR MAINTAINING SAFETY SEPARATION BETWEEN PRECEDING AIRCRAFT AND GROUND OBSTACLES. 2.4 PUDONG AIRPORT WILL BROADCAST THE VISUAL APPROACH INFORMATION ON THE ATIS. 3. TERMINATION OF VISUAL) // // APPROACH 3.1 THE ATC WILL PROACTIVELY TERMINATE THE VISUAL APPROACH WHEN PILOT REPORTS THAT IT IS UNABLE TO CONTINUE AND COMPLETE THE VISUAL APPROACH DUE TO WEATHER CONDITIONS OR OTHER REASONS. 3.2 THE ATC WILL PROACTIVELY TERMINATE THE VISUAL APPROACH WHEN THE WEATHER CONDITIONS ARE BELOW THE METEOROLOGICAL STANDARDS FOR THE VISUAL APPROACH. 3.3 THE ATC WILL PROACTIVELY TERMINATE THE VISUAL APPROACH WHEN DISCOVERS SITUATION THAT MAY AFFECT FLIGHT SAFETY DURING THE VISUAL APPROACH. 3.4 WHEN THE AIRCRAFT IS UNABLE TO COMPLETE THE VISUAL APPROACH AND WILL CONVERT TO INSTRUMENT APPROACH OR TERMINATE THE APPROACH. THE ATC WILL PROVIDE NECESSARY ASSISTANCE AND ALLOCATE THE REQUIRED SEPARATION. 3.5 AFTER TERMINATING THE VISUAL APPROACH, THE ATC WILL ISSUE HEADING OR ALTITUDE INSTRUCTIONS TO THE AIRCRAFT TO ESTABLISH THE SAFE SEPARATION AS SOON AS POSSIBLE. 4. WHEN VISUAL SEPARATION IS APPLIED DURING THE FINAL APPROACH, THE PILOT SHALL KEEP VISUAL OBSERVATION AND MAINTAIN SAFE SEPARATION FROM OTHER AIRCRAFT.) // //

F3193/26

IMPLEMENT THE LID(LANDING INFORMATION DELIVER) OPERATION TRIAL. THE BASIC LID PROCEDURE AS FOLLOW: 1. SHANGHAI APPROACH WILL ISSUE THE LID MESSAGE BY DATA-LINK TO ARRIVAL FLIGHTS TO ZSPD 50 MINUTES BEFORE LANDING; 2. THE LID INFORMATION WILL INCLUDE EXPECTED ARRIVAL PROCEDURE, TRANSITION(ON REQUIRED), LANDING **RUNWAY**, AND PARKING STAND; 3. PILOT CAN DIRECTLY USE THE LID INFORMATION FOR FMS PREPARATION DURING CRUISE PHASE WITHOUT RADIO CONFIRMATION BY ACC. PRKG STAND INFORMATION FOR REFERENCE ONLY, BASED ON **AD** ALLOCATION, DO NOT CONTACT ATC FOR PRKG STAND INFORMATION IN AIR. 4. ON INITIAL CONTACT SHANGHAI APPROACH, PILOT SHOULD ADVISE YOUR LID INFORMATION INCLUDING EXPECTED ARRIVAL PROCEDURE, TRANSITION(IF ANY), AND LANDING RUNWAY; 5. SHANGHAI APPROACH WILL CONFIRM OR MODIFY FROM PILOT LID REPORT; 6. AFTER ESTABLISH RADIO COMMUNICATION WITH SHANGHAI APPROACH, ALL CHANGE FOR THE LANDING INFORMATION SHOULD BE JUST FOLLOWED THE INSTRUCTION BY CONTROLLER. 7. IF PILOT) // // DO NOT RECEIVE THE LID INFORMATION, PILOT SHOULD FOLLOW THE CURRENT PROCEDURE; 8. FOR BETTER IMPROVE THE LID SERVICE, PLEASE FEEL FREE TO TELL US YOUR SUGGESTION AND COMMENTS TO EMAIL: SUNY1(A)ATMB.NET.CN) // //

F2931/26

FLW PARKING STAND CNL FOLLOW-ME VEHICLE (EXCEPT ACFT TYPE A380) WHEN ACFT TAXI IN: PARKING STAND NR.102-108, 182-188.

F2442/26

LIUZA0 **VOR/DME** 'PDL' 109.4MHZ/CH31X **U/S** BTN RADIAL 209DEG-213DEG CLOCKWISE.

**F8021/25**

ADD NEW TEMPO OBST WITHIN A CIRCLE WITH A RADIUS OF
15KM(CENTERED ON THE APR):

OBSTACLE ID/DESIGNATION	TYPE	POSITION	MAG	BRG(DEGREE)/DIST(M)	ELEVATION(M)	MARKING/LIGHTING TYPE& COLOUR	FLIGHT PROCEDURE/TAKE-OFF PATH	AREA AFFECTED& REMARKS
BLDG	BLDG	140/6,614	45.0	RED	LGT	RWY16L	TAKE-OFF FLIGHT PATH	
BLDG	BLDG	143/6,473	45.0	RED	LGT	RWY16L	TAKE-OFF FLIGHT PATH	
BLDG	BLDG	143/6,726	45.0	RED	LGT	RWY16L	TAKE-OFF FLIGHT PATH	
BLDG	BLDG	141/6,854	45.0	RED	LGT	RWY16L	TAKE-OFF FLIGHT PATH	
BLDG	BLDG	143/6,777	45.0	RED	LGT	RWY16L	TAKE-OFF FLIGHT PATH	
BLDG	BLDG	142/6,883	48.0	RED	LGT	RWY16L	TAKE-OFF FLIGHT PATH	

+++++ SID +++++

F3458/26

REF AIP ZSPD-3V-3 HSN-E, HSN-F : SEGMENT PONAB-HSN
REF AIP ZSPD-3V-6 HSN-J, HSN-K : SEGMENT PONAB-HSN
ACFT SHALL FOLLOW RADAR VECTURING. FLIGHT CREW SHALL EXERCISE
CAUTION.

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DESTINATION ALTERNATE AIRPORT(S)

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ZSNB/NGB LISHE

+++++ AIRPORT +++++

M2620/26

BIRD FLOCKS MIGRATION WILL TAKE PLACE AROUND **AD**:

1. MIGRATION ROUTE: FROM NORTH TO SOUTH.
2. AREA: WATER BODIES AND GRASSLAND AROUND **AD**.
3. ACTIVITY TIME: ALL DAY, ESPECIALLY DURING THE EARLY MORNING AND EVENING HOURS.
4. ALT: ABOUT 100M - 2,000M.

AERODROME AUTHORITY RESORTS TO DISPERSAL METHODS TO REDUCE BIRD ACTIVITIES.
EXERCISE **CAUTION** WHILE LANDING AND TAKE-OFF.

+++++ SID +++++

M2516/26

ZSNB-7A SID RWY13 HSN-11D: SEGMENT OVNEV-HSN.
ZSNB-7B SID RWY31 HSN-01D: SEGMENT OVNEV-HSN.
ACFT SHALL FOLLOW RADAR VECTURING. FLIGHT CREW SHALL EXERCISE
CAUTION.



+++++ STAR +++++

M2515/26

ZSNB-9B STAR RWY31 HSN-01A: SEGMENT HSN-OVNEV.

ZSNB-9A STAR RWY13 HSN-11A, HSN-12A: SEGMENT HSN-OVNEV.

ACFT SHALL FOLLOW RADAR VECTURING. FLIGHT CREW SHALL EXERCISE
CAUTION.**ZSSS/SHA HONGQIAO**

+++++ AIRPORT +++++

F4344/26 VALID: 19-OCT-26 0100 - 19-OCT-26 1200CHONGGU VOR/DME 'CGT' 112.5MHZ/CH72X ON TEST DO NOT USE DUE TO
MAINT.**F4338/26**

1700-2200 DLY

FLW **TWY CLSD:**

1. TWY A2, A3, A4, B1, B2, B3, B4, B5, B6, B7, B8, T6, K2, K4, K5, K6, K7.

2. TWY A, B **CLSD** BTN **TWY H4** AND **TWY H7**.3. TWY H2, H3, H5, H6 **CLSD** BTN RWY18R/36L AND **TWY B**.4. TWY A BTN **TWY A2** AND **TWY H4**.5. TWY B BTN **TWY H1** AND **TWY H4**.

6. TWY H1 BTN RWY18L/36R AND RWY18R/36L.

F4276/26

1700-2200 DLY

WIP WI FLW AREA:120M-450M NORTH OF RWY18L DTHR, 75M EAST - 75M WEST OF RWY18L/36R
CL.**F4275/26****WIP** WI FLW AREA:450M-960M NORTH OF RWY18L DTHR, 75M EAST-75M WEST OF RWY18L/36R
CL.**F4301/26**ALL LANDING ACFT SHALL FULLY VACATE **RWY** WITHIN 50S AFTER
TOUCHDOWN, ACFT LANDING ON RWY18L/36R IS SUGGESTED TO USE THE
FIRST RAPID EXIT TWY (EXCEPT FOR WET OR CONTAMINATED RWY).
THE DISTANCES FROM THE DTHR TO THE RAPID EXIT **TWY** ARE AS FLW (THE
DISTANCE IS MEASURED FROM THE DTHR TO THE TANGENT POINT WHERE THE
RAPID EXIT **TWY CL** START TO CURVE AWAY FROM THE **RWY CL**):

LANDING RWY	RAPID EXIT TWY	DISTANCE TO DTHR
RWY18L	TWY B4	1,850M
RWY18L	TWY A3	1,890M
RWY36R	TWY B3	1,950M
RWY36R	TWY A2	1,715M

F3922/26THE INTERSECTION K1 ON **TWY A** IN SHANGHAI/HONGQIAO AIRPORT (ZSSS)
PHASE ONE IS UNDER CONSTRUCTION. CONSTRUCTION AREA INVOLVED AREA A
AND AREA B. IMPACTS ON OPERATION REFER TO AIRAC 2026-10 SUP
NR.21/26.**F3603/26**ACTIVITIES OF BIRD FLOCKS TAKE PLACE AROUND **AD** DAY AND NIGHT:
ALT: 50M-200M.AERODROME AUTHORITY RESORTS TO DISPERSAL METHODS TO REDUCE BIRD
ACTIVITIES.EXERCISE **CAUTION** WHILE LANDING AND TAKE-OFF.

**F3511/26**

ACFT DEPARTURE FROM PARKING STAND NR.101,316-322,338-342 CAN APPLY TO THE DELIVERY MAINTENANCE FOR IMPLEMENTING 'PUSHBACK AND STARTUP' PROCEDURE, WHICH MEANS TO STARTUP THE INSIDE ENGINES(IN IDLE POWER) WHEN PUSHBACK.

F3414/26

ADD TWO NEW TEMPO OBSTACLES WITHIN A CIRCLE WITH A RADIUS OF 15KM

(OF THE CENTER OF RWY18L/36R):

OBST ID/DESIGNATION	TYPE	POSITION	MAG	BRG(DEGREE)/DIST(M)
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ELEVATION(M)	MARKING/LIGHTING	TYPE	AND	COLOUR
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BLDG	BLDG	220/4,624	51.9	LGT
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BLDG	BLDG	324/5,455	56.9	LGT
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F3413/26

ADD NEW TEMPO OBSTACLE WITHIN A CIRCLE WITH A RADIUS OF 15KM
(OF THE CENTER OF RWY18L/36R):

OBST ID/DESIGNATION	TYPE	POSITION	MAG	BRG(DEGREE)/DIST(M)
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HEIGHT(M)	MARKING/LIGHTING	TYPE	AND	COLOUR	FLIGHT
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PROCEDURE/TAKE-OFF PATH	AREA	AFFECTED	AND	REMARKS
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CRANE	CRANE	177 /3,599	35.0	LGT	RWY18L
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TAKE-OFF PATH

F3375/26

BIRD FLOCKS MIGRATION WILL TAKE PLACE AROUND **AD**:

MIGRATION ROUTE:FROM NORTHWEST TO SOUTHWEST NEAR **AD** AREA.

PRIMARY ACTIVITY AREAS INCLUDE WATERS AND PARK WOODLANDS WITHIN 6KM NORTH AND SOUTH OF **AD**.

TIME:DAY AND NIGHT,

ALT: 200M-1,200M.

AERODROME AUTHORITY RESORTS TO DISPERSAL METHODS TO REDUCE BIRD ACTIVITIES.

EXERCISE **CAUTION** WHILE LANDING AND TAKE-OFF.

**F3202/26**

SHANGHAI HONGQIAO AIRPORT VISUAL APPROACH OPERATION:

1.IMPLEMENTATION WEATHER CONDITIONS PREVAILING VISIBILITY : MORE THAN 5000M,CEILING: 700M AND ABOVE. 2. INSTRUCTIONS FOR PILOTS
2.1 THE VISUAL APPROACH SHALL BE INITIATED BY EITHER PILOT OR ATC UPON MUTUAL APPROVAL. ATC WILL INFORM THE CREW OF THE EXPECTED VISUAL APPROACH WHEN ISSUING THE ARRIVAL METHOD, , THE PILOT MUST INFORM THE ATC IF CANNOT ACCEPT THE VISUAL APPROACH. 2.2 THE ATC MAY ISSUE VISUAL APPROACH INSTRUCTION AFTER PILOT REPORT THE LANDING **RUNWAY** OR THE PRECEDING AIRCRAFT IS IN SIGHT. 2.3 AFTER RECEIVING THE VISUAL APPROACH CLEARANCE,THE ALTITUDE AND HEADING SHALL BE AT THE PILOT'S OWN DISCRETION.FLYING TOWARD THE LANDING AIRPORT OR FOLLOW THE PRECEDING AIRCRAFT FOR VISUAL APPROACH, THE PILOT IS RESPONSIBLE FOR MAINTAINING SAFETY SEPARATION BETWEEN PRECEDING AIRCRAFT AND GROUND OBSTACLES. 2.4 HONGQIAO AIRPORT WILL BROADCAST THE VISUAL APPROACH INFORMATION ON THE ATIS. 3. TERMINATION OF VISUAL) // // APPROACH 3.1 THE ATC WILL PROACTIVELY TERMINATE THE VISUAL APPROACH WHEN PILOT REPORTS THAT IT IS UNABLE TO CONTINUE AND COMPLETE THE VISUAL APPROACH DUE TO WEATHER CONDITIONS OR OTHER REASONS. 3.2 THE ATC WILL PROACTIVELY TERMINATE THE VISUAL APPROACH WHEN THE WEATHER CONDITIONS ARE BELOW THE METEOROLOGICAL STANDARDS FOR THE VISUAL APPROACH. 3.3 THE ATC WILL PROACTIVELY TERMINATE THE VISUAL APPROACH WHEN DISCOVERS SITUATION THAT MAY AFFECT FLIGHT SAFETY DURING THE VISUAL APPROACH. 3.4 WHEN THE AIRCRAFT IS UNABLE TO COMPLETE THE VISUAL APPROACH AND WILL CONVERT TO INSTRUMENT APPROACH OR TERMINATE THE APPROACH. THE ATC WILL PROVIDE NECESSARY ASSISTANCE AND ALLOCATE THE REQUIRED SEPARATION. 3.5 AFTER TERMINATING THE VISUAL APPROACH, THE ATC WILL ISSUE HEADING OR ALTITUDE INSTRUCTIONS TO THE AIRCRAFT TO ESTABLISH THE SAFE SEPARATION AS SOON AS POSSIBLE.) // //

F3192/26

IMPLEMENT THE LID(LANDING INFORMATION DELIVER) OPERATION TRIAL.THE BASIC LID PROCEDURE AS FOLLOW: 1.SHANGHAI APPROACH WILL ISSUE THE LID MESSAGE BY DATA-LINK TO ARRIVAL FLIGHTS TO ZSSS 50 MINUTES BEFORE LANDING; 2.THE LID INFORMATION WILL INCLUDE EXPECTED ARRIVAL PROCEDURE, TRANSITION(ON REQUIRED), LANDING **RUNWAY**, AND PARKING STAND; 3.PILOT CAN DIRECTLY USE THE LID INFORMATION FOR FMS PREPARATION DURING CRUISE PHASE WITHOUT RADIO CONFIRMATION BY ACC.PRKG STAND INFORMATION FOR REFERENCE ONLY,BASED ON **AD** ALLOCATION,DO NOT CONTACT ATC FOR PRKG STAND INFORMATION IN AIR. 4.ON INITIAL CONTACT SHANGHAI APPROACH,PILOT SHOULD ADVISE YOUR LID INFORMATION INCLUDING EXPECTED ARRIVAL PROCEDURE,TRANSITION(IF ANY), AND LANDING **RUNWAY**; 5.SHANGHAI APPROACH WILL CONFIRM OR MODIFY FROM PILOT LID REPORT: 6.AFTER ESTABLISH RADIO COMMUNICATION WITH SHANGHAI APPROACH, ALL CHANGE FOR THE LANDING INFORMATION SHOULD BE JUST FOLLOWED THE INSTRUCTION BY CONTROLLER . 7.IF PILOT) // // DO NOT RECEIVE THE LID INFORMATION, PILOT SHOULD FOLLOW THE CURRENT PROCEDURE; 8.FOR BETTER IMPROVE THE LID SERVICE, PLEASE FEEL FREE TO TELL US YOUR SUGGESTION AND COMMENTS TO EMAIL: SUNY1(A)ATMB.NET.CN) // //

F2443/26

LIUZA0 **VOR/DME** 'PDL' 109.4MHZ/CH31X **U/S** BTN RADIAL 209DEG-213DEG CLOCKWISE.

+++++ RUNWAY +++++

F4373/26

1700-2200 DLY

RWY18L/36R **CLSD**, ACFT SHALL CROSS RWY18L/36R VIA **TWY** H4,H7.

F4336/26



1700-2200 DLY

RWY18L/36R CLSD, ACFT SHALL CROSS RWY18L/36R VIA **TWY** H4, H7.

**[Company NOTAM]**

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CREW ALERT

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SB007/14

SUBJECT: AUTO COST INDEXES

WHEN PLANNING A COST INDEX, 2 OPTIONS ARE AVAILABLE. PILOTS MAY EITHER SELECT A SPECIFIC COST INDEX NUMBER FROM THE LIST, OR THEY MAY SELECT "AUTO". WHEN PLANNING AN "AUTO" COST INDEX, THE SYSTEM WILL REFERENCE THE SCHEDULED "TIME ENROUTE" OPTION AND ATTEMPT TO CHOOSE A COST INDEX WHICH CLOSELY MATCHES THIS VALUE. NOTE THAT THE "TIME ENROUTE" OPTION IS MEANT AS A GATE TO GATE TIME (AS INDICATED ON AN AIRLINE'S FLIGHT SCHEDULE, FOR EXAMPLE). IF A "TIME ENROUTE" OF 2:30 IS SELECTED, THE SYSTEM WILL SUBTRACT THE TAXI TIMES FROM THIS VALUE TO DETERMINE THE SCHEDULED AIR TIME. IT WILL THEN DETERMINE AND USE THE COST INDEX WHICH MATCHES THIS AIR TIME.

SB003/13

SUBJECT: FLIGHT RELEASE UNITS

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

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CREW BULLETIN

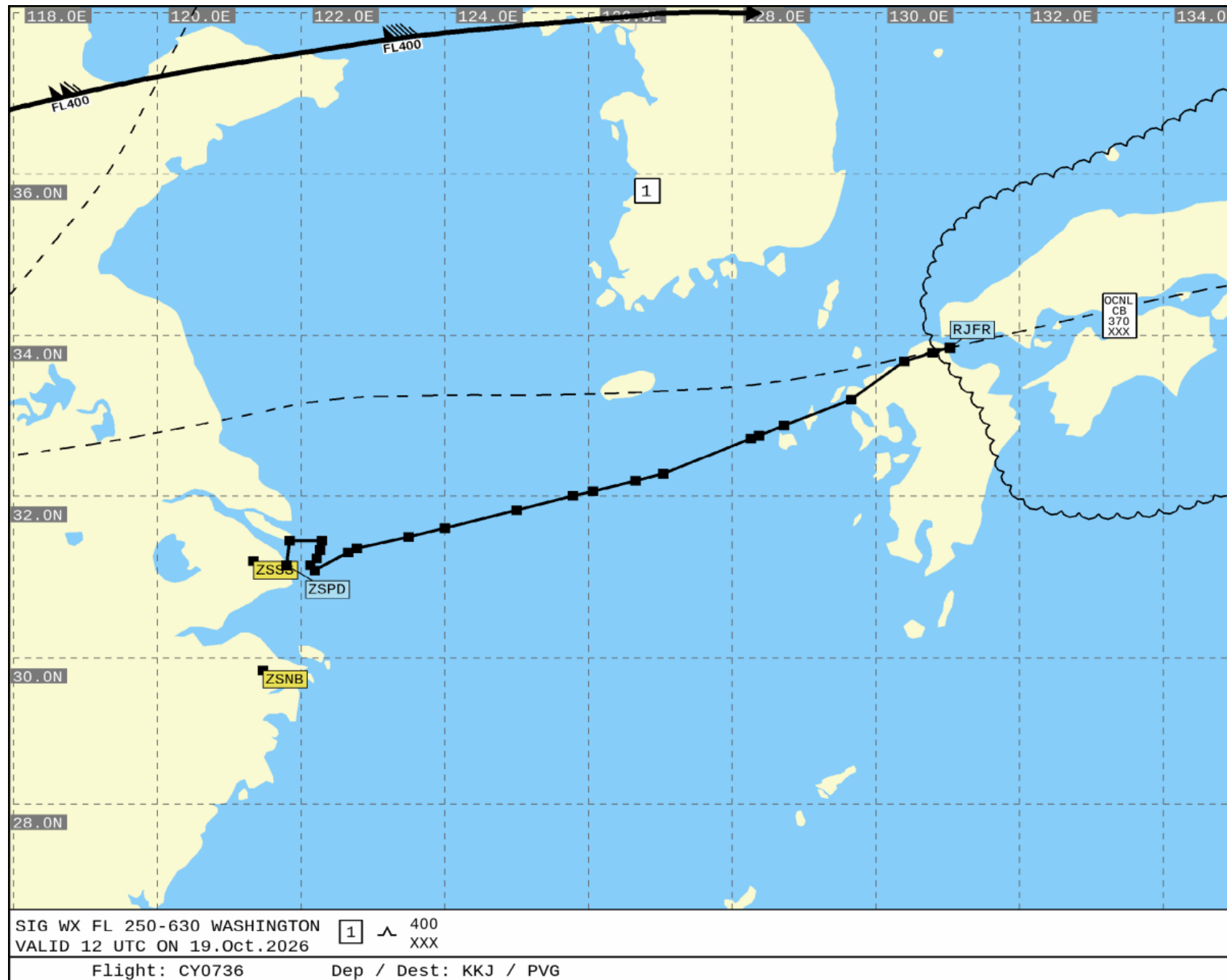
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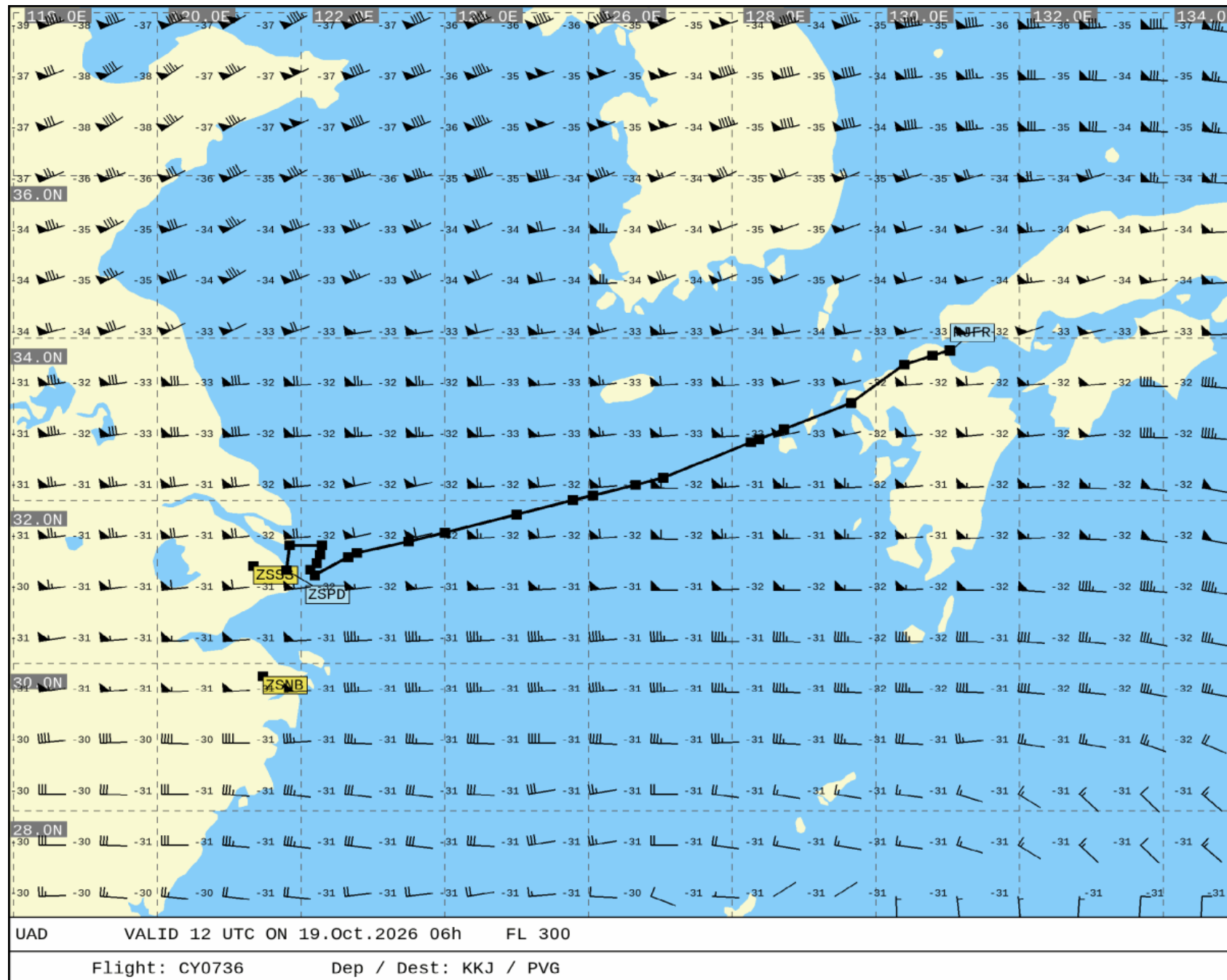
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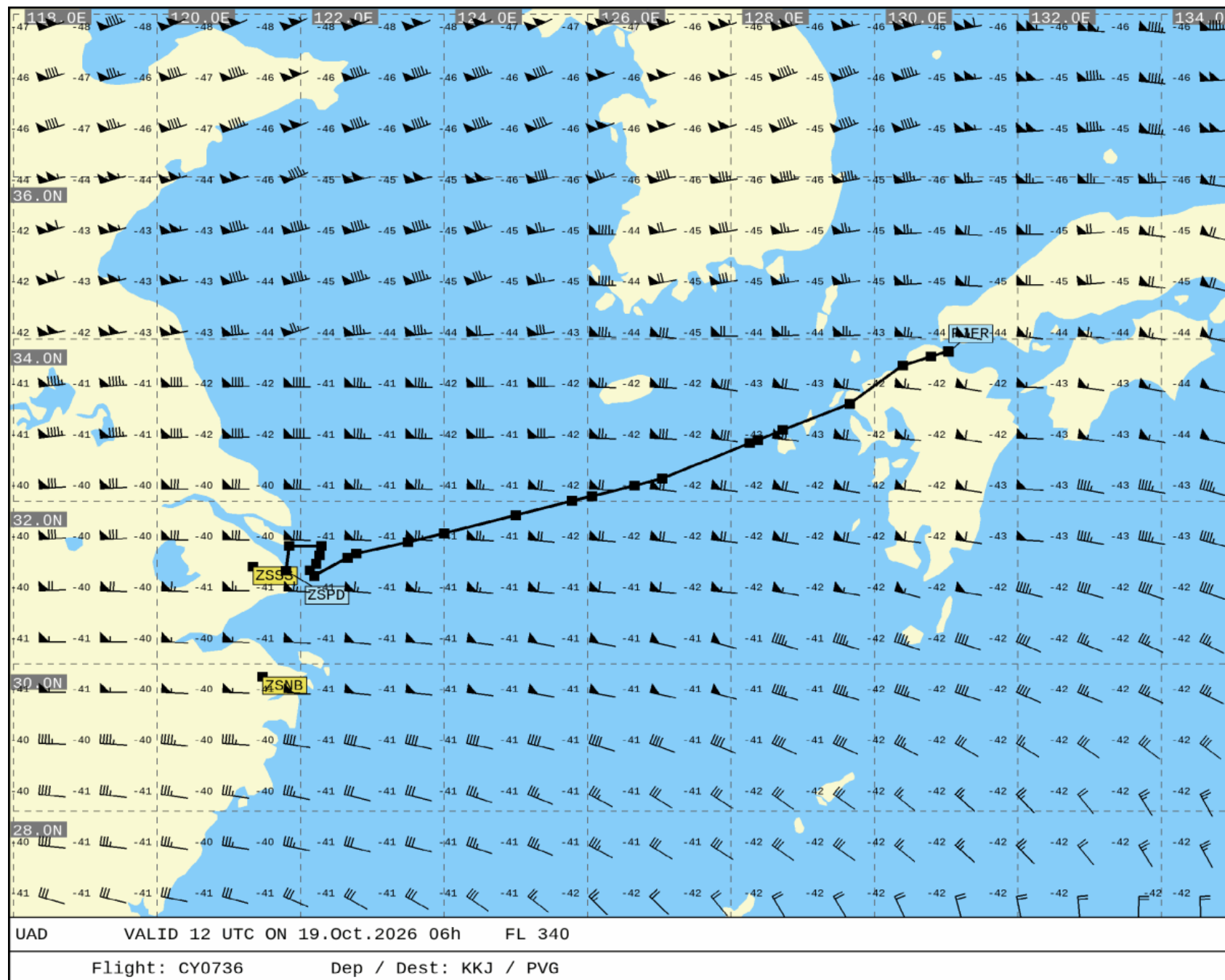


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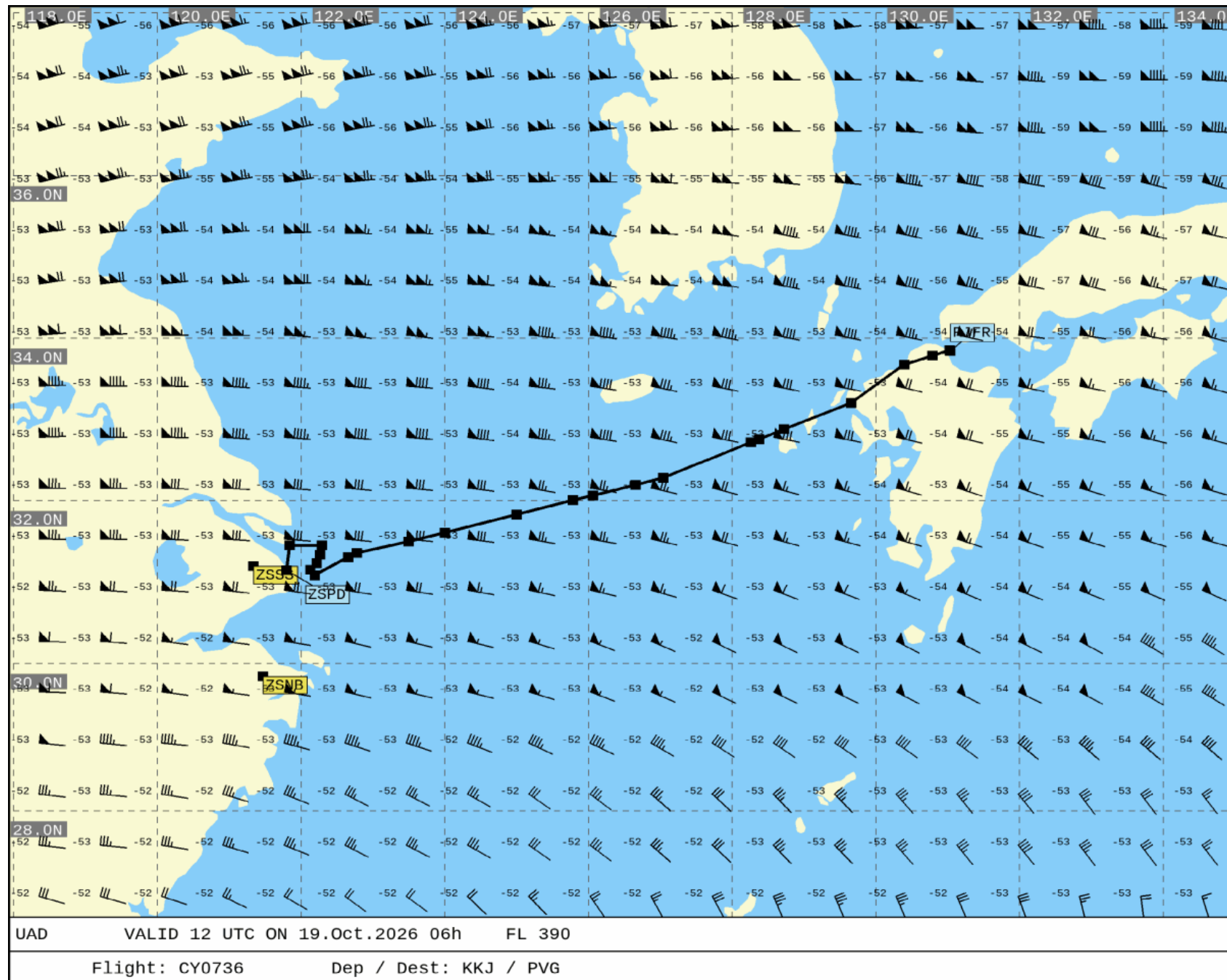




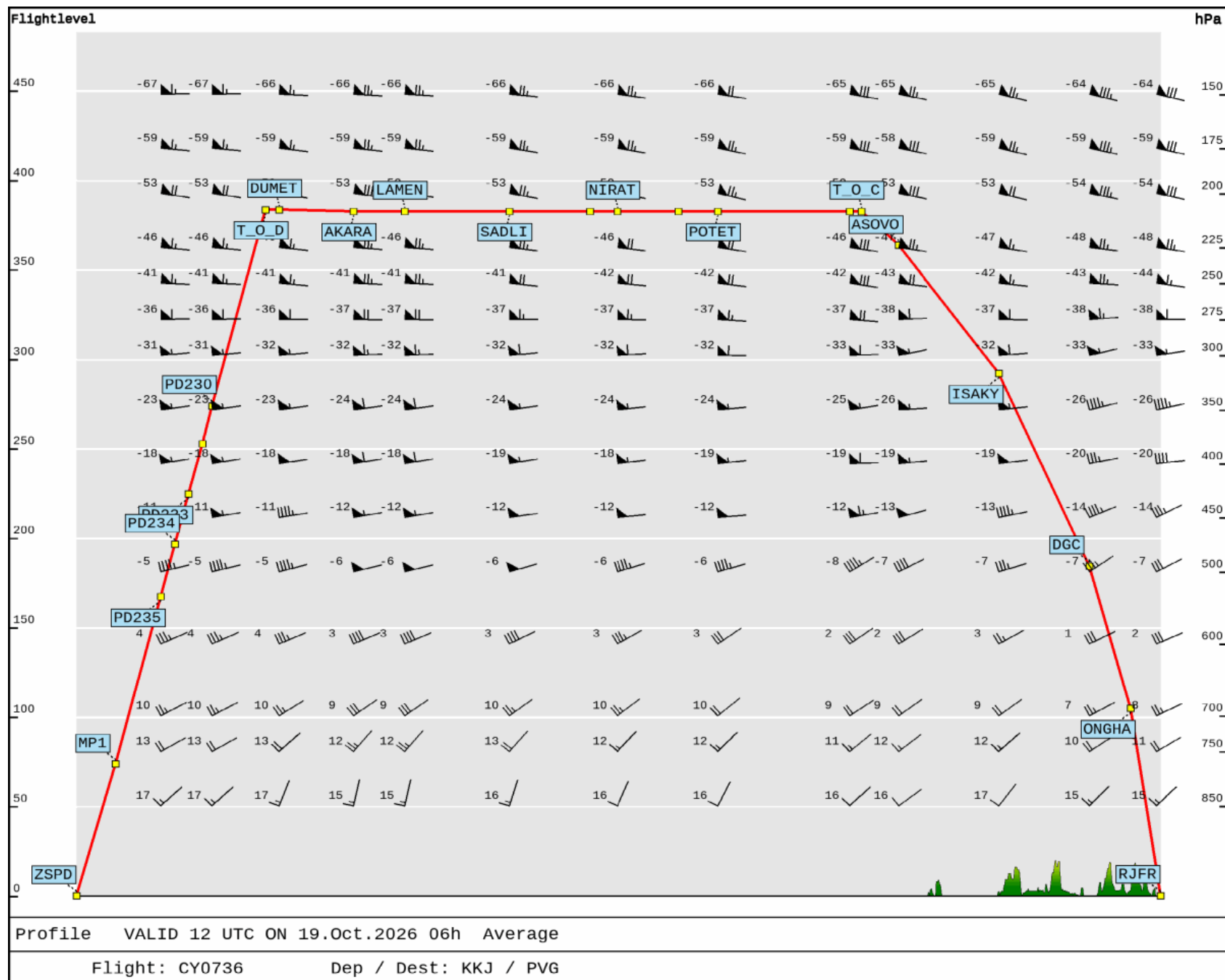
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