



[OFF]

FBW0380 21OCT2024 EDDM-EDDF A388 D8FBW RELEASE 0222 21OCT24
OFF 1 MUNICH-FRANKFURT/MAIN
WX PROG 2103 2106 OBS 2018 2018

ATC C/S FBW380 EDDM/MUC EDDF/FRA CRZ SYS CI 10
21OCT2024 D8FBW 0250/0310 0356/0404 GND DIST 238
A380-842 / TRENT 972B-84 STA 0355 AIR DIST 247
CTOT:.... G/C DIST 161

MAXIMUM TOW 510000 LAW 395000 ZFW 373000 AVG WIND 242/021
ESTIMATED TOW 353837 LAW 345401 ZFW 332039 AVG W/C M012

AVG ISA P011
AVG FF KG/HR 10796
FUEL BIAS P00.0
TKOF ALTN EDDF

ALTN EDDL
FL STEPS EDDM/0240/

DISP RMKS WE LOVE FLYBYWIRE SIMULATIONS!

PLANNED FUEL

FUEL	ARPT	FUEL	TIME
TRIP	FRA	8436	0046
CONT 15 MIN		2699	0015
ALTN	DUS	6000	0034
FINRES		4663	0030

MINIMUM T/OFF FUEL 21798 0206

EXTRA 0 0000

T/OFF FUEL 21798 0206
TAXI MUC 998 0020

BLOCK FUEL MUC 22796
PIC EXTRA
TOTAL FUEL
REASON FOR PIC EXTRA

FMC INFO:
FINRES+ALTN 10663
TRIP+TAXI 9434

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: FBW DISPATCHER PIC NAME: CAPTAIN, FBW

TEL: +1 800 555 0199 PIC SIGNATURE:



ALTERNATE ROUTE TO:							FINRES	4663	
APT	TRK	DST	VIA			FL	WC	TIME	FUEL

EDDL/23L	318	151	MARUN1D	MARUN	Y152	ARPEG	Z850	160	M004 0034 6000
			ADEMI	T854	DOMUX	DOMUX2G			

MEL/CDL ITEMS DESCRIPTION

ROUTING:

ROUTE ID: DEF RTE
EDDM/08L GIVMI6Q GIVMI Y101 ERNAS T161 DEBHI DEBHI1D EDDF/07C

DEPARTURE ATC CLEARANCE:

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OPERATIONAL IMPACTS

WEIGHT CHANGE	UP	1.0	TRIP	M	0004	KGS	TIME	M	0000
WEIGHT CHANGE	DN	1.0	TRIP	M	0019	KGS	TIME	P	0000
FL CHANGE	UP	FL1	TRIP	M	0031	KGS	TIME	M	0000
FL CHANGE	DN	FL1	TRIP	P	0006	KGS	TIME	P	0000
FL CHANGE	DN	FL2	TRIP	P	0076	KGS	TIME	P	0001
SPD CHANGE	CI	0	TRIP	M	0042	KGS	TIME	P	0000
SPD CHANGE	CI	500	TRIP	P	0450	KGS	TIME	M	0003



ATIS:
.

RVSM: ALT SYS LEFT: STBY: RIGHT:

TIMES

	ESTIMATED	SKED	ACTUAL
OUT	0250Z/0450L	0250Z/0450L	.....Z
OFF	0310Z/0510L	0310Z/0510L	.....Z
ON	0356Z/0556L	0347Z/0547L	.....Z
IN	0404Z/0604L	0355Z/0555L	.....Z
BLOCK TIME	0114	0105	.....

WEIGHTS

	EST	MAX	ACTUAL
PAX	308		.....
CARGO	6.2		.....
PAYLOAD	32.0		.....
ZFW	332.0	373.0	.....
FUEL	22.8	72.4	..... POSS EXTRA 49.6
TOW	353.8	403.4	LDG.....
STAB TRIM			.....
LAW	345.4	395.0	.....

TERRAIN CLEARANCE CHECK

DD CHECK - TERRAIN CLEARANCE CHECK DISABLED

DP CHECK - TERRAIN CLEARANCE CHECK DISABLED

FLIGHT LOG

MOST CRITICAL MORA 04200 FEET AT GOLMO//MXSHR 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	066 068 238	271	P002		21.8	1.0
GIVMI6Q DM070 DM070	N4822.1 E01150.6	0001	...	042 37 3	013 017 235	.40 271	253/002 P002	13 P06 459	20.7	2.1
GIVMI6Q DM073 DM073	N4825.1 E01152.0	0001	...	071 38 3	306 310 232	.43 285	249/003 P002	10 P09 459	20.3	2.5
GIVMI6Q MIKE MIQ 426	N4834.2 E01135.9	0003	...	160 38 14	307 310 218	.65 414	245/012 M005	M05 P12 464	18.9	3.9
GIVMI6Q GIVMI GIVMI	N4842.1 E01121.9	0001	...	209 38 12	322 326 206	.72 448	245/013 M006	M16 P11 465	18.0	4.8
Y101 T O C	N4848.7 E01115.2	0002	...	240 38 8	323 326 198	.77 480 476	254/011 M004	M22 P11 465	17.5	5.3
Y101 ERNAS ERNAS	N4850.7 E01113.2	0000	...	240 40 2	313 317 196	.61 374 370	254/011 M004	M22 P11 465	17.4	5.3
T161 GOLMO GOLMO	N4857.8 E01103.3	0002	...	240 42 10	313 317 186	.61 374 369	254/011 M005	M22 P11 465	17.2	5.6
T161 REDNI REDNI	N4904.8 E01053.4	0001	...	240 38 10	313 317 176	.61 374 369	254/011 M005	M22 P11 465	17.0	5.8
T161 ASPAT ASPAT	N4911.8 E01043.5	0002	...	240 38 10	310 314 166	.61 374 369	254/011 M005	M22 P11 465	16.7	6.1
LANGEN FIR -EDGG	N4914.0 E01040.0	0000	...	3	163					
T161 DEBHI DEBHI	N4921.6 E01028.0	0002	...	240 39 11	301 305 152	.61 374 370	240/015 M004	M22 P11 466	16.4	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
DEBHI1D				240	301	.61	241/026	M22	16.0	6.8
BOWEK	N4932.0	0003	...	34	304	375	M012	P11		
BOWEK	E01005.1	0018	...	18	134	363	1	451	....	....
DEBHI1D				240	301	.61	241/026	M22	15.8	7.0
ITHIT	N4934.9	0001	...	33	304	374	M013	P11		
ITHIT	E00958.8	0019	...	5	129	361	1	451	....	....
DEBHI1D				240	301	.61	241/026	M22	15.4	7.4
SEVVE	N4944.3	0003	...	40	304	374	M013	P11		
SEVVE	E00937.7	0022	...	17	112	361	1	451	....	....
DEBHI1D				240	283	.61	237/031	M22	15.1	7.7
SPESA	N4951.7	0002	...	38	286	374	M013	P11		
SPESA	E00920.9	0024	...	13	99	361	1	444	....	....
DEBHI1D				240	284	.61	237/031	M22	14.9	7.9
T O D	N4954.6	0001	...	31	286	375	M021	P11		
	E00906.0	0025	...	10	89	354	1	444	....	....
DEBHI1D				235	293	.72	236/031	M21	14.8	8.0
CHARLIE	N4955.3	0001	...	42	296		M021	P11		
CHA	E00902.4	0026	...	2	87	425		444	....	....
115.35										
DEBHI1D				164	246	.62	236/030	M07	14.5	8.3
DF439	N5006.8	0005	...	41	249		M016	P11		
DF439	E00826.5	0031	...	26	61	379		452	....	....
DEBHI1D				127	246	.57	247/029	M01	14.3	8.5
DF441	N5001.9	0003	...	41	249		M029	P09		
DF441	E00806.3	0034	...	14	47	342		452	....	....
DEBHI1D				116	246	.56	249/029	01	14.2	8.6
DF442	N5000.4	0001	...	39	249		M029	P09		
DF442	E00800.5	0035	...	4	43	335		453	....	....
DEBHI1D				105	246	.55	250/028	03	14.2	8.6
DF443	N4959.0	0001	...	41	249		M028	P09		
DF443	E00754.7	0036	...	4	39	330		453	....	....
DEBHI1D				094	156	.45	248/028	05	14.1	8.7
DF444	N4957.6	0000	...	37	159		M028	P09		
DF444	E00748.9	0036	...	4	35	265		453	....	....
DEBHI1D				078	067	.43	247/027	07	14.1	8.7
DF554	N4952.3	0002	...	31	070		M002	P08		
DF554	E00752.1	0038	...	6	29	283		453	....	....
DEBHI1D									13.4	9.4
FRANKFURT/M	N5002.0	0008	...							
EDDF	E00834.2	0046	...	29					....	....



WIND INFORMATION

CLIMB	T O C	ERNAS	GOLMO
350 298/017 -50	280 264/009 -32	280 264/009 -32	280 264/009 -32
310 277/010 -40	260 261/010 -27	260 261/010 -27	260 261/010 -27
200 244/014 -14	240 254/011 -22	240 254/011 -22	240 254/011 -22
150 246/014 -04	220 248/012 -18	220 248/012 -18	220 248/012 -18
100 232/003 +04	200 244/014 -14	200 244/014 -14	200 244/014 -14

REDNI	ASPAT	DEBHI	BOWEK
280 263/010 -32	280 263/010 -32	280 254/016 -32	280 246/027 -32
260 260/010 -27	260 260/010 -27	260 243/015 -27	260 245/027 -27
240 254/011 -22	240 254/011 -22	240 240/015 -22	240 241/026 -22
220 248/012 -18	220 248/012 -18	220 239/014 -18	220 237/023 -17
200 244/014 -14	200 244/014 -14	200 239/015 -13	200 233/021 -13

ITHIT	SEVVE	SPESA	T O D
280 246/027 -32	280 246/028 -32	280 244/032 -32	280 244/032 -32
260 245/027 -27	260 245/027 -27	260 240/032 -27	260 240/032 -27
240 241/026 -22	240 241/026 -22	240 237/031 -22	240 237/031 -22
220 237/023 -17	220 237/023 -17	220 234/030 -17	220 234/030 -17
200 233/021 -13	200 233/021 -13	200 233/029 -13	200 233/029 -13

DESCENT

350 252/030 -50
310 250/031 -40
200 233/030 -13
150 245/028 -05
100 245/024 +04



[ATC Flight Plan]

ICAO FLIGHT PLAN

FF EDMMZQZX EDGGZQZX
210222 CYULSBFP
(FPL-FBW380-IS
-A388/J-SADE2E3FGHIJ3J4J5M1RWXY/LB1D1
-EDDM0250
-N0374F240 GIVMI6Q GIVMI Y101 ERNAS T161 DEBHI DEBHI1D
-EDDF0036 EDDL
-PBN/A1B1C1D1L1O1S2 DOF/241021 REG/D8FBW EET/EDGG0013 SEL/KFBW
CODE/896469 OPR/FBW PER/C TALT/EDDF RMK/TCAS)



[Additional Info]

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 21OCT24
TLR-1 SEQ-114287219 21OCT24 0222Z
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 11.0 177M04 30.32 5100 1 66 40 43 47 3538 4034 AFM

RMKS FLEX - SEL TEMP 66
BLEEDS ON
WET RUNWAY

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 -----
RWY MTOW MT CONFIG FLP V1 VR V2 LIMIT
08L 5100 66 FLEX - BLEEDS ON 1 140 143 147 AFM
08R 5100 66 FLEX - BLEEDS ON 1 140 143 147 AFM
26L 5100 66 FLEX - BLEEDS ON 1 139 143 147 AFM
26R 5100 66 FLEX - BLEEDS ON 1 139 143 147 AFM

----- WET RWY - PTOW PLUS 10000 - CALM WIND -----
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 1 139 145 149 AFM

----- DRY RWY - PTOW - CALM WIND -----
RWY MTOW MT CONFIG FLP V1 VR V2 LIMIT
08L 5100 66 FLEX - BLEEDS ON 1 141 143 147 AFM
08R 5100 66 FLEX - BLEEDS ON 1 141 143 147 AFM
26L 5100 66 FLEX - BLEEDS ON 1 140 143 147 AFM
26R 5100 66 FLEX - BLEEDS ON 1 140 143 147 AFM

----- DRY RWY - PTOW PLUS 10000 - CALM WIND -----
RWY MTOW MT CONFIG FLP V1 VR V2 LIMIT
08L 5100 66 FLEX - BLEEDS ON 1 141 145 149 AFM
08R 5100 66 FLEX - BLEEDS ON 1 141 145 149 AFM
26L 5100 66 FLEX - BLEEDS ON 1 140 145 149 AFM
26R 5100 66 FLEX - BLEEDS ON 1 140 145 149 AFM

/// LANDING DATA ///

APT PRWY POAT PWIND PQNH PMRLW FLP PLDW LIMIT
EDDF 07C 13.0 187M05 30.24 3950 FULL 3454 AFM

RMKS WET RUNWAY



RWY OAT WIND QNH MRLW FLP VREF PWR CONFIG/CONDITION

----- 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

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

	07C	07L	07R	18
OAT	13123 FT	9186 FT	13123 FT	13123 FT
08	3950A/3950A	3950A/3950A	3950A/3950A	3950A/3950A
/ 13	3950A/3950A	3950A/3950A	3950A/3950A	3950A/3950A
18	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
08	3950A/3950A	3950A/3950A	3950A/3950A
/ 13	3950A/3950A	3950A/3950A	3950A/3950A
18	3950A/3950A	3950A/3950A	3950A/3950A
HW/10KT	0/ 0	0/ 0	0/ 0
TW/10KT	0/ 0	0/ 0	0/ 0

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

LDW	VREF	DRY	WET	DRY	WET
3400	127	3935	4711	5101	5993
3450	128	3968	4750	5151	6050
/ 3500	129	4001	4789	5200	6107
3550	130	4034	4829	5250	6165
3600	131	4067	4869	5301	6223
HW/KT		-24	-28	-28	-33
TW/KT		71	86	102	118

END TAKEOFF AND LANDING REPORT FBW 380 EDDM-EDDF 21OCT24



[Airport WX List]

EDDM --> EDDF FBW 380 / 21OCT2024
LIDO/WEATHER SERVICE DATE : 21Oct2024 TIME : 02:22 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 210150 AUTO 18004KT 160V220 2000 0600 R26R/P2000N R08R/0700D
BCFG OVC002 11/11 Q1027 BECMG 0700 FG
FT 202300 2100/2206 VRB03KT 9999 OVC006
BECMG 2100/2103 0600 FG VV002
TEMPO 2102/2108 0300 FG VV001
BECMG 2108/2111 SCT004
BECMG 2123/2202 0300 FG VV001

Destination:

EDDF/FRA FRANKFURT/MAIN

SA 210150 AUTO 21005KT CAVOK 13/12 Q1024 NOSIG
FT 202300 2100/2206 19005KT CAVOK
TEMPO 2101/2109 BKN030
BECMG 2115/2118 07004KT

Destination Alternates:

EDDL/DUS DUESSELDORF

SA 210150 AUTO 17011KT 9999 OVC023 17/14 Q1019 NOSIG
FT 202300 2100/2206 18012KT 9999 BKN030
BECMG 2102/2104 18007KT
PROB40 TEMPO 2106/2109 RA BKN013
BECMG 2109/2112 VRB03KT
BECMG 2200/2203 30006KT
PROB30 TEMPO 2201/2205 RA BKN007

AIRPORTLIST ENDED



[NOTAM]

 LIDO-NOTAM-BULLETIN INCLUDES NOTAM, COMP NOTAM AND AIP-REGULATION
VALID: 2410210250 - 2410210739 STD(EOBT)+TRIP+ALTN+3HRS
 FBW 380 /21OCT OFP-NR: 1
 ROUTE: EDDM - EDDF ALTN: EDDL
 N0374F240 GIVMI6Q GIVMI Y101 ERNAS T161 DEBHI DEBHI1D

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

+++++ AIRPORT +++++

A5376/24 **VALID: 21-OCT-24 0500 - 25-OCT-24 1200**
 ACFT DE-ICING AREA DA3N **CLSD** DUE TO **WIP**.
A5377/24 **VALID: 21-OCT-24 0500 - 25-OCT-24 1200**
 TWY **A3** **CLSD** DUE TO **WIP**.
A5390/24 **VALID: 21-OCT-24 0500 - 23-OCT-24 1600**
 21 23 0500-1600
 MOBILE CRANE IN DEP SECTOR **RWY 08R** FOR ALL IFR DEP.
 PSN 482054N 0115015E. MAX ELEV 1596FT/132FT AGL. NOT ICAO MARKED.

A4819/24
 TWY **C1** AND ENTRY **N2** **CLSD**.

A4688/24
 MAISACH **DVOR/DME** MAH 115.20/CH99X IDENTS OF **DVOR** AND **DME** NOT
 SYNCHRONIZED.

A4169/24
 OCA(H) VALUES RAISED AS FOLLOWS:
 LNAV/VNAV **RWY 08L**: ACFT CATEGORIES A 1788 (321)FT, B 1797 (330)FT,
 C 1807 (340)FT, D UNCHANGED. DUE TO CRANE AT 482121N 0114535E.
 ELEV 1656FT, MARKED AND LIGHTED.

A4146/24
 TWY **S6** AND TWY **C5** ABM TWY **S6** RESTRICTED TO ACFT ICAO CODE E.

A4060/24
 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**.

+++++ 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

+++++ AIRPORT +++++

A5470/24 VALID: 20-OCT-24 2100 - 21-OCT-24 0300

TWY M13, M15, M17, M19, M21, R10, R11 AND R13 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.

A5309/24

ACFT STANDS H2, H4 AND H6 **CLSD.**

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.**

A5034/24

MON-FRI 0530-1129
CONSTRUCTION EQPT IN DEP SECTOR **RWY 18.**
PSN 8-268M BEYOND DEP END OF **RWY 18**, 100-192M WEST OF EXTD RCL.
PSN WEST OF FOLLOWING COORDINATES: 495954N 0083130E,
495950N 0083130E, 495946N 0083129E.
ELEV 341FT/17FT AGL. DAY AND NIGHT MARKED.

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 +++++

A5471/24 VALID: 20-OCT-24 2100 - 21-OCT-24 0300
RWY 18 CLSD.

A5469/24 VALID: 19-OCT-24 2100 - 21-OCT-24 0300
DAILY 2100-0300
RWY 07R/25L 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 +++++

A5467/24

DAILY 2100-0300

FLW LIGHTING SYSTEM **OUT OF SERVICE:**

COMPLETE LIGHTING SYSTEM OF **TWY L8** AND **TWY L9**

CENTERLINE: **TWY K5, TWY L8** AND **TWY L9**

RWY GUARD LIGHTS: **TWY L5** UP TO **TWY L9**

TWY GUIDANCE SIGNS: **TWY L6** UP TO **TWY L8**

TAXI ONLY WITH MARSHALLER.

A5455/24

STEELPLATES ON FLW PARTS OF MOVEMENT AREA:

TWY Y, INT TWY L7 AND **TWY Y**. TAXI WITH **CAUTION**.

A5317/24

DAILY 0500-1500

OCA(H) VALUES RAISED AS FOLLOWS:

LOC RWY 23L: ALL AIRCRAFT CATEGORIES 540(400)FT.

DUE TO MOBILE CRANE AT 511839N 0064948E.

MAX ELEV 286FT, DAY AND NIGHT MARKED.

A5323/24

DAILY 0500-1500

MOBILE CRANE IN DEP SECTOR FOR ALL IFR DEPARTURES **RWY 05R**. 511839N 0064948E. MAX ELEV 286FT, DAY AND NIGHT MARKED.

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.

A3810/24

HIGH CRANE ERECTED. PSN NEUSS HARBOR, 511211N 0064201E.

ELEV 443FT/332FT AGL. NOT MARKED AND LIGHTED.



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 VALID: 21-OCT-24 0400 - 27-OCT-24 2059

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

A5386/24

DAILY 2100-0330

RWY 23L/05R CLSD DUE TO WIP.

RWY 23R/05L AVBL.

+++++ 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

+++++ 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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(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 +++++

B1020/24 VALID: 21-OCT-24 0500 - 24-OCT-24 2000
21 0500-2130, 22 1415-2000, 23 0500-2130, 24 0500-2000
RESTRICTED AREA EDR132B HEUBERG **ACTIVE**.
F) GND G) 12000FT AMSL

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

=====
EXTENDED AREA AROUND DESTINATION ALTERNATE AIRPORT(S)
=====

EDGG LANGEN FIR

Please see section EXTENDED AREA AROUND DESTINATION

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

EDGG LANGEN FIR

Please see section EXTENDED AREA AROUND DESTINATION



[Company NOTAM]

=====
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.

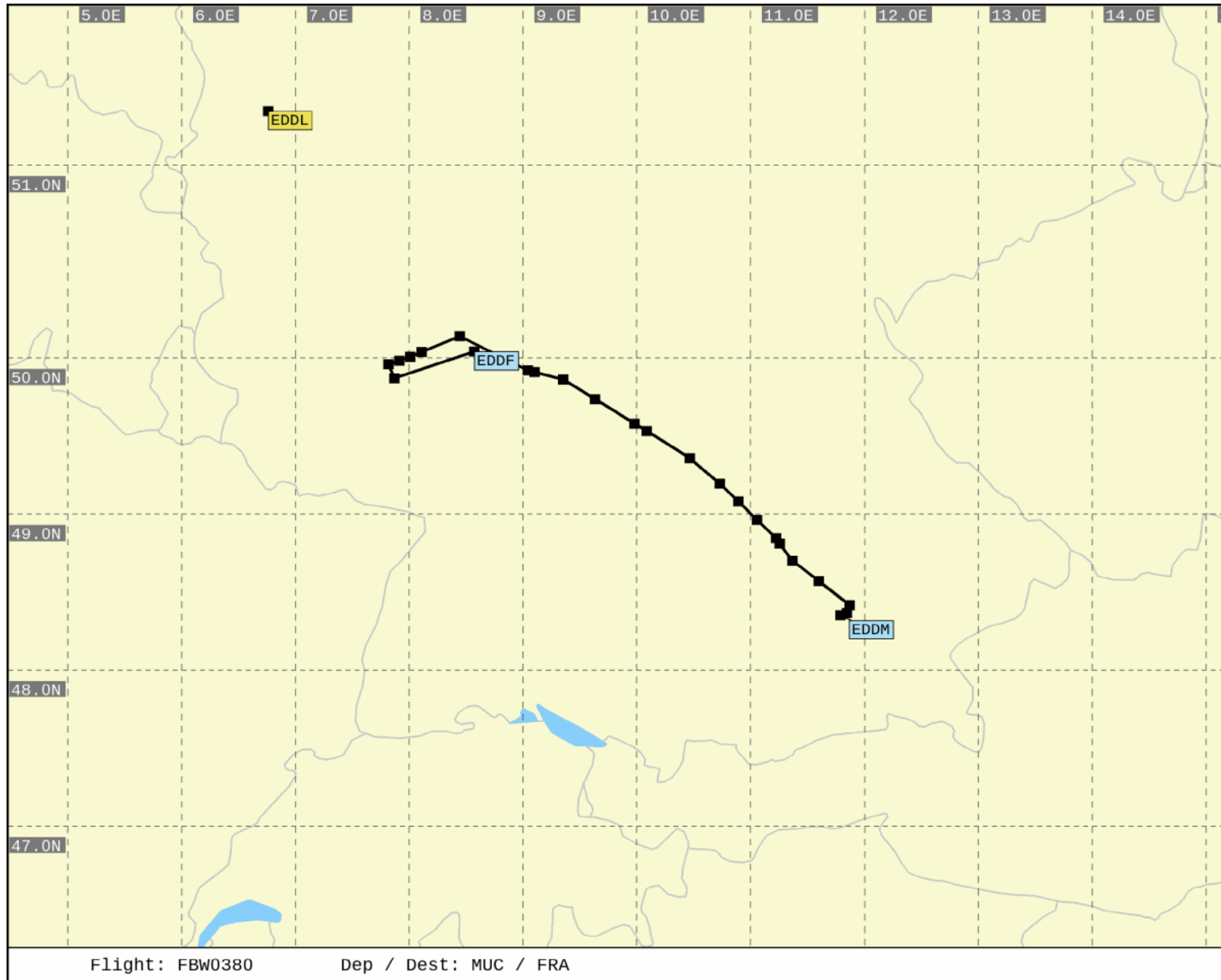
SB003/13

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.

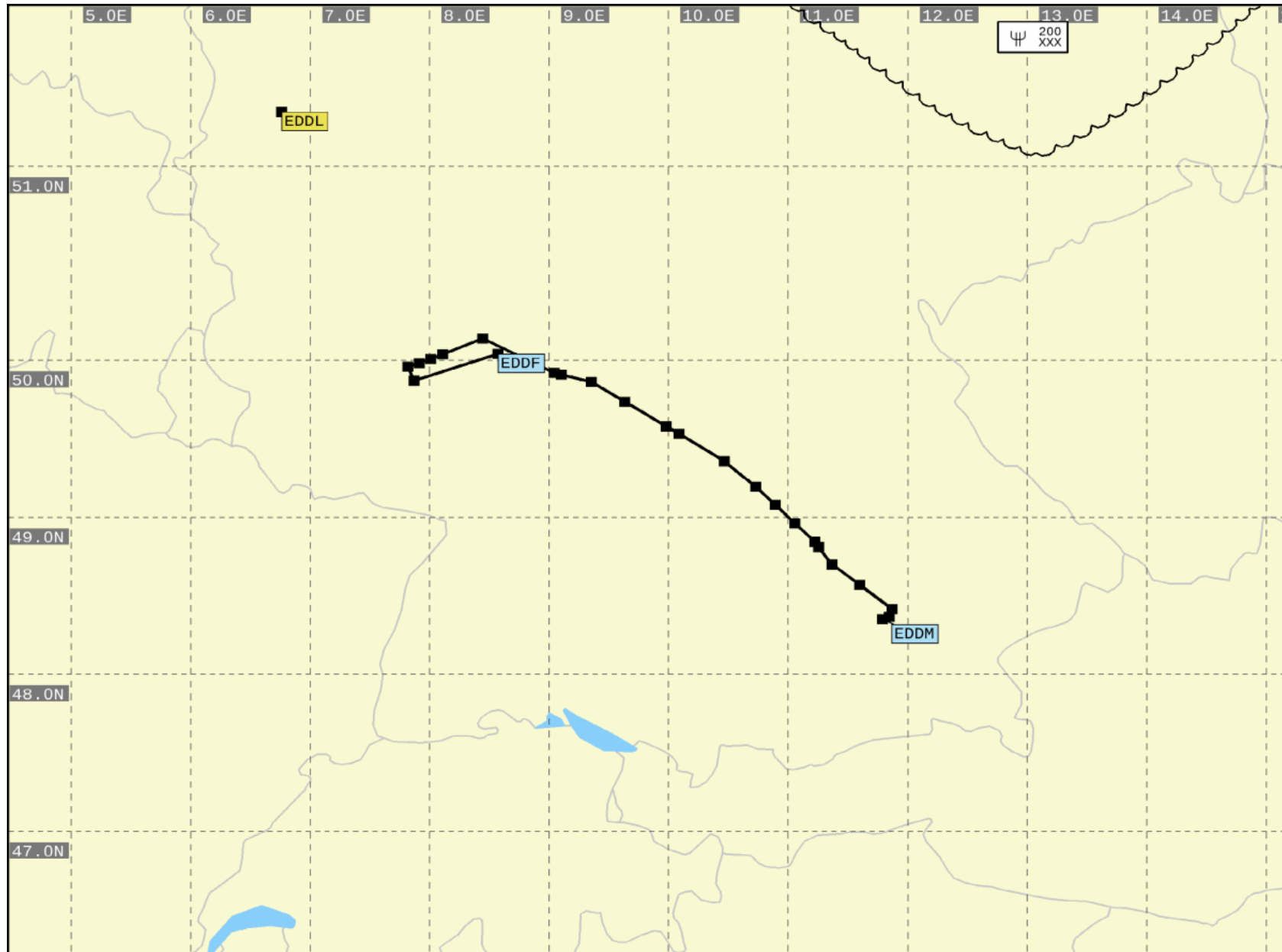
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CREW BULLETIN
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NIL

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



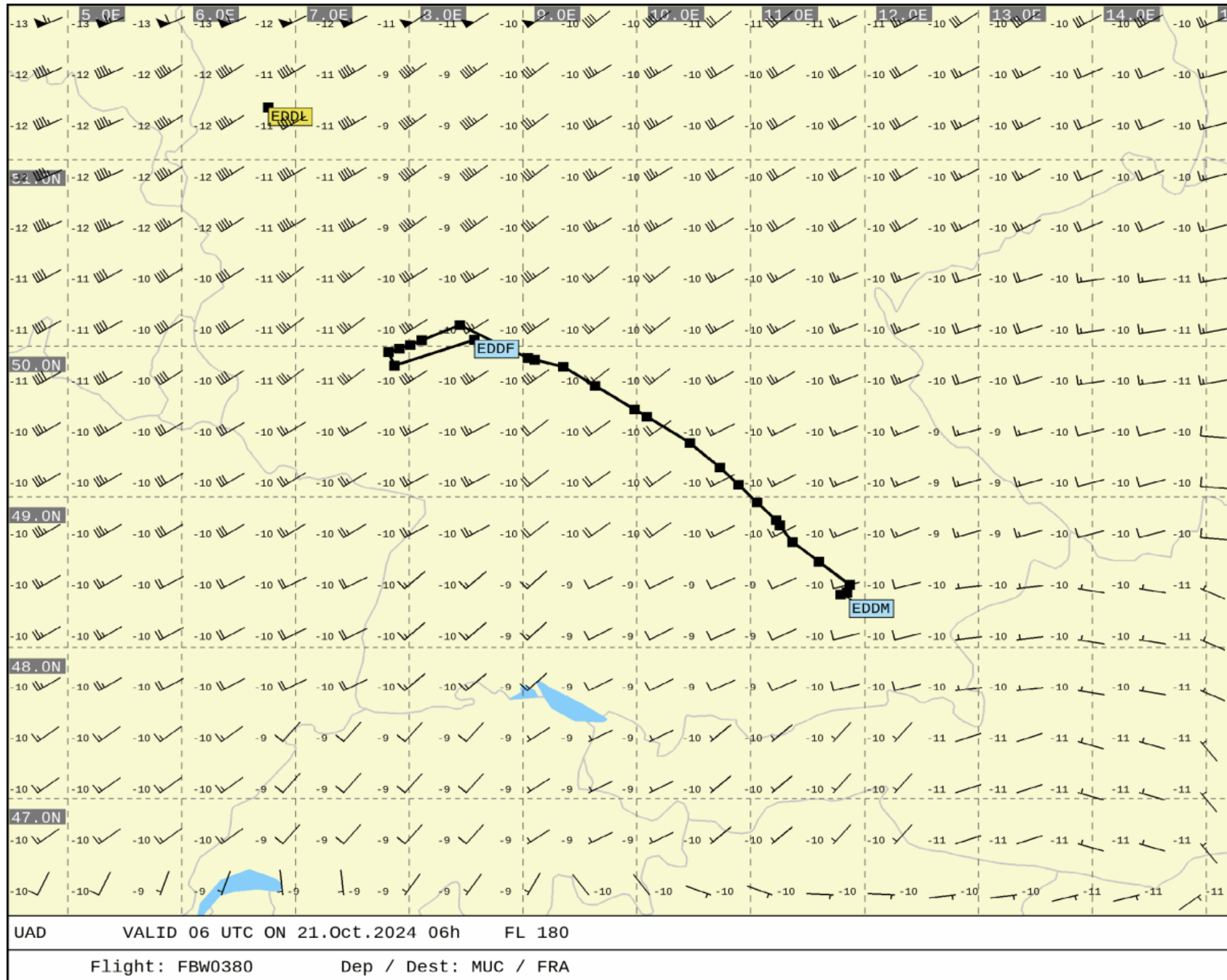
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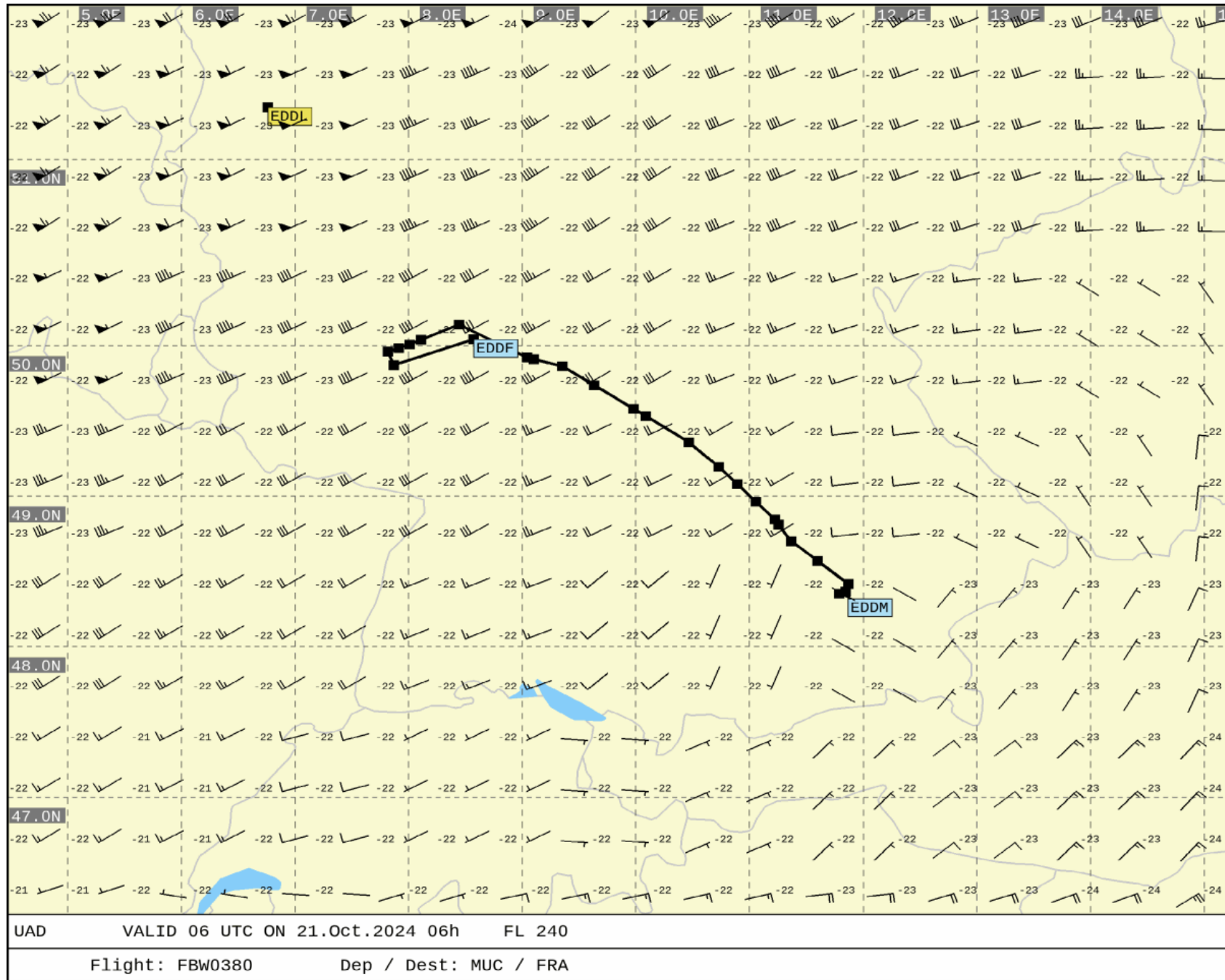


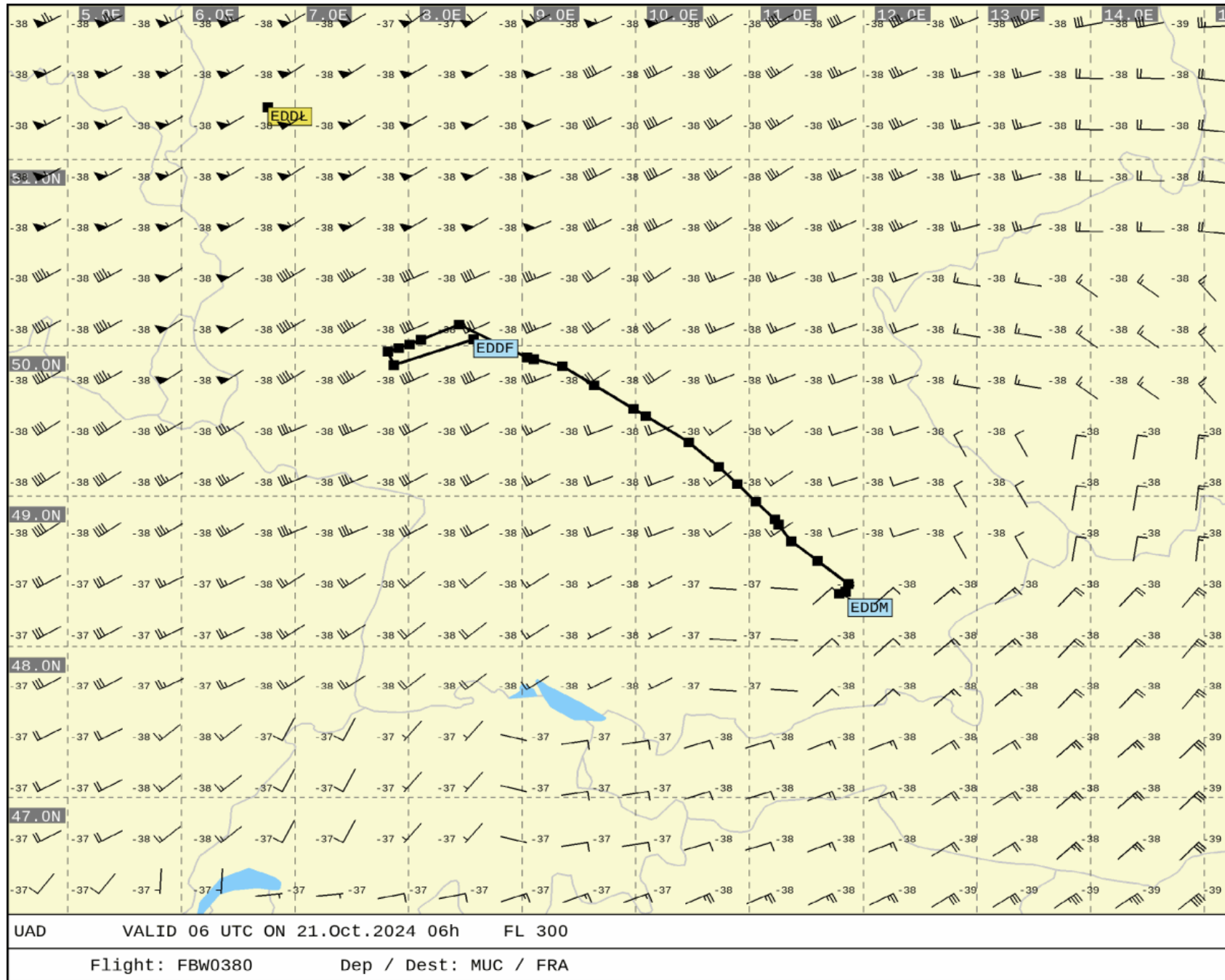
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 VALID 06 UTC ON 21.Oct.2024
 Flight: FBW0380 Dep / Dest: MUC / FRA



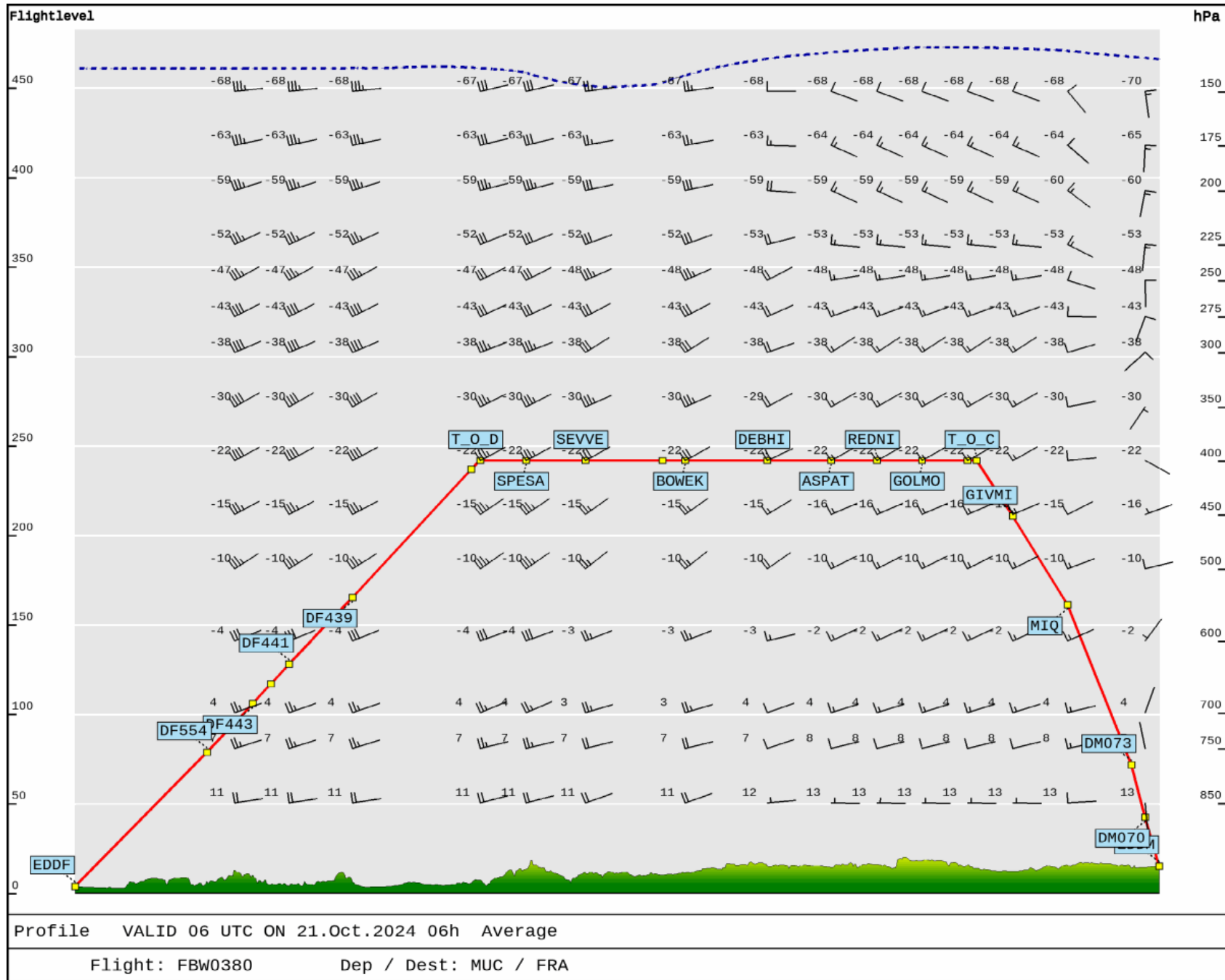
SIG WX FL 250-630 WASHINGTON
VALID 06 UTC ON 21.Oct.2024
Flight: FBW0380 Dep / Dest: MUC / FRA







- Not for real world navigation -





End of Document: Total Number of Pages: 29