



[OFP]

FLG1976 31OCT2024 SPJC-SEQM B737 PMDG737 RELEASE 0158 31OCT24
OFP 1 JORGE CHAVEZ INTL-MARISCAL SUCRE INTL
WX PROG 3109 3112 3115 OBS 3018 3018 3018

ATC C/S FLG1976 SPJC/LIM SEQM/UIO CRZ SYS CI 10
31OCT2024 PMDG737 1030/1050 1242/1250 GND DIST 759
B737-700 / CFM56-7B24 STA 1255 AIR DIST 771
CTOT:.... G/C DIST 718

MAXIMUM TOW 70307 LAW 58604 ZFW 55202 AVG WIND 041/008
ESTIMATED TOW 60048 LAW 55512 ZFW 53196 AVG W/C M006
AVG ISA P009
AVG FF KGS/HR 2415
FUEL BIAS P00.0
TKOF ALTN

ALTN SELT
FL STEPS SPJC/0360/BOBUG/0370/ROBIG/0380

DISP RMKS NIL

PLANNED FUEL

FUEL ARPT FUEL TIME

TRIP UIO 4536 0152
CONT 15 MIN 604 0015
ALTN LTX 766 0017
FINRES 946 0030

MINIMUM T/OFF FUEL 6852 0255

EXTRA 0 0000

T/OFF FUEL 6852 0255
TAXI LIM 227 0020

BLOCK FUEL LIM 7079
PIC EXTRA
TOTAL FUEL
REASON FOR PIC EXTRA

FMC INFO:
FINRES+ALTN 1712
TRIP+TAXI 4763

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: MOLLY BURNELL

PIC NAME: FLIGGITY

TEL: +1 800 555 0199

PIC SIGNATURE:



ALTERNATE ROUTE TO:							FINRES		946		
APT	TRK	DST	VIA				FL	WC	TIME	FUEL	
SELT/19	198	73	QIT3	QIT	DCT	LTV	DCT	160	M001	0017	766

MEL/CDL ITEMS DESCRIPTION

ROUTING:

ROUTE ID: DEF RTE
SPJC/16L TELEB1F ATATU UM674 KETOM DCT SEQM/36

DEPARTURE ATC CLEARANCE:

.
.
.

OPERATIONAL IMPACTS

WEIGHT CHANGE	UP	1.0	TRIP	P	0070	KGS	TIME	M	0000
WEIGHT CHANGE	DN	1.0	TRIP	M	0049	KGS	TIME	P	0000
FL CHANGE	UP	FL1	TRIP	P	0006	KGS	TIME	M	0000
FL CHANGE	DN	FL1	TRIP	P	0039	KGS	TIME	P	0000
FL CHANGE	DN	FL2	TRIP	P	0017	KGS	TIME	P	0001
SPD CHANGE	CI	0	TRIP	M	0018	KGS	TIME	P	0001
SPD CHANGE	CI	100	TRIP	P	0122	KGS	TIME	M	0003

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

STBY:

RIGHT:

-----TIMES

	ESTIMATED	SKED	ACTUAL
OUT	1030Z/0530L	1030Z/0530L	Z
OFF	1050Z/0550L	1050Z/0550L	Z
ON	1242Z/0742L	1247Z/0747L	Z
IN	1250Z/0750L	1255Z/0755L	Z
BLOCK TIME	0220	0225	.....

-----WEIGHTS

	EST	MAX	ACTUAL	
PAX	135		.....	
CARGO	3.1		.....	
PAYLOAD	14.7		.....	
ZFW	53.2	55.2	.....	
FUEL	7.1	10.2	.....	POSS EXTRA 3.1
TOW	60.0	63.1	LDG.....	
STAB TRIM			.....	
LAW	55.5	58.6	.....	

-----TERRAIN CLEARANCE CHECK

DD CHECK - TERRAIN CLEARANCE CHECK DISABLED

DP CHECK - TERRAIN CLEARANCE CHECK DISABLED



FLIGHT LOG

MOST CRITICAL MORA 22200 FEET AT KETOM///MXSHR 02 AT ATATU

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
JORGE CHAVE SPJC	S1201.3 W07707.2	...	...	25	199 196 759	343	M004		6.9	0.2
TELEB1F JC921 JC921	S1209.3 W07709.7	0004 0004	...	119 27 15	284 281 744	.53 343	149/006 M004	09 P18 554	6.3	0.8
TELEB1F JC923 JC923	S1207.6 W07718.7	0002 0006	...	163 25 9	319 316 735	.57 378	157/009 P005	01 P19 554	6.1	0.9
TELEB1F DIMAP DIMAP	S1154.8 W07731.1	0003 0009	...	231 20 18	335 332 717	.66 424	176/008 P006	M14 P17 552	5.9	1.2
TELEB1F BURVO BURVO	S1137.2 W07740.4	0003 0012	...	285 20 20	335 332 697	.75 460	244/002 P000	M26 P16 552	5.6	1.4
TELEB1F TELEB TELEB	S1103.7 W07758.0	0005 0017	...	349 20 38	000 357 659	.78 459	341/002 M002	M43 P12 558	5.4	1.7
TELEB1F T O C	S1055.7 W07758.4	0001 0018	...	360 56 8	358 357 651	.78 458 455	350/003 M003 1	M46 P11 557	5.3	1.8
TELEB1F ATATU ATATU	S1011.8 W07800.6	0006 0024	...	360 202 44	000 357 607	.76 444 439	046/007 M005 2	M46 P11 557	5.1	2.0
UM674 BOBUG BOBUG	S0809.4 W07806.8	0017 0041	...	360 180 123	000 357 484	.76 444 440	061/009 M004 1	M46 P11 550	4.5	2.6
UM674 MANPA MANPA	S0735.3 W07808.5	0005 0046	...	370 165 34	001 357 450	.76 444 442	075/010 M002 1	M48 P09 545	4.3	2.8
UM674 ROBIG ROBIG	S0641.6 W07811.1	0007 0053	...	370 159 54	001 357 396	.76 444 437	050/011 M007 2	M48 P09 545	4.0	3.1
UM674 TOSES TOSES	S0329.9 W07820.4	0027 0120	...	380 206 192	001 357 204	.76 443 433	032/012 M010 1	M51 P06 538	3.1	4.0



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

GUAYAQUIL FIR/UIR										
-SEFG	S0332.8	0000	...							
	W07820.3	0120	...	2	202					
UM674				380	001	.76	014/013	M52	2.5	4.6
T O D	S0139.1	0015	...	203	357	441	M012	P05		
	W07825.9	0135	...	109	93	429	2	537	....	....
UM674				249	010	.69	076/011	M18	2.5	4.6
KETOM	S0107.6	0005	...	222	005		M002	P17		
KETOM	W07827.5	0140	...	32	61	430		536	....	....
DCT									2.3	4.8
MARISCAL SU	S0007.5	0012	...							
SEQM	W07821.3	0152	...	61					....	....

-----
WIND INFORMATION

CLIMB		T O C		ATATU		BOBUG	
350 344/003	-43	400 034/006	-56	400 077/004	-56	400 064/007	-56
310 177/003	-33	380 359/006	-51	380 025/004	-51	380 071/009	-51
200 168/017	-07	360 350/003	-46	360 046/007	-46	360 078/011	-46
150 159/009	+03	340 317/002	-41	340 052/012	-40	340 082/014	-40
100 143/003	+13	320 190/002	-35	320 094/006	-35	320 106/011	-35

MANPA		ROBIG		T O S E S		T O D	
410 060/007	-58	410 050/009	-58	420 058/021	-61	420 048/027	-62
390 067/008	-53	390 038/012	-53	400 044/013	-57	400 026/021	-57
370 075/010	-48	370 049/011	-48	380 023/010	-52	380 006/020	-52
350 080/013	-43	350 068/011	-43	360 023/013	-46	360 003/020	-46
330 093/012	-38	330 088/012	-38	340 023/016	-40	340 001/019	-40

DESCENT
350 007/021 -44
310 051/013 -33
200 160/004 -08
150 130/006 +03
100 129/003 +11



[ATC Flight Plan]

ICAO FLIGHT PLAN

FF SPIMZQZX SEFGZQZX
310158 CYULSBFP
(FPL-FLG1976-IS
-B737/M-SDE2E3FGHIRWXY/LB1
-SPJC1030
-N0444F360 TELEB1F ATATU UM674 BOBUG/N0444F370 UM674 ROBIG/N0443F380
UM674 KETOM DCT
-SEQM0142 SELT
-PBN/A1B1C1D1S1S2 DOF/241031 REG/PMDG737 EET/SEFG0119 OPR/FLG PER/C
RMK/TCAS)



[Additional Info]

D I S P A T C H B R I E F I N G I N F O 9E1976 SPJC/SEQM



[Runway Analysis]

TAKEOFF AND LANDING REPORT FLG 1976 SPJC-SEQM 31OCT24
TLR-1 SEQ-115177435 31OCT24 0158Z
A/C PMDG737 B737-700 CFM56-7B24 BEW/CG 38499/.....

/// TAKEOFF DATA ///

APT	PRWY	POAT	PWIND	PQNH	PMRTW	FLP	MT	V1	VR	V2	PTOW	MFPTW	LIMIT
SPJC	16L	18.0	242M05	29.94	7031	1	46	39	42	46	6005	6314	AFM

RMKS D-T01 - SEL TEMP 46
BLEEDS ON

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

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

RWY	ACARS	LENGTH	PMTOW	NOTES
16L		11509	7031	ILS 109.70
16R		11417	7031	ILS 108.90
34L		11417	7031	
34R		11509	7031	

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
16L	7031	46	D-T01 - BLEEDS ON	1	139	142	146	AFM
16R	7031	47	D-T01 - BLEEDS ON	1	141	144	148	AFM
34L	7031	47	D-T01 - BLEEDS ON	1	142	145	149	AFM
34R	7031	47	D-T01 - BLEEDS ON	1	142	145	149	AFM

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
16L	7031	43	D-T01 - BLEEDS ON	1	141	144	149	AFM
16R	7031	43	D-T01 - BLEEDS ON	1	141	144	149	AFM
34L	7031	44	D-T01 - BLEEDS ON	1	144	147	152	AFM
34R	7031	44	D-T01 - BLEEDS ON	1	145	148	153	AFM

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
16L	7031	46	D-T01 - BLEEDS ON	1	140	142	146	AFM
16R	7031	46	D-T01 - BLEEDS ON	1	139	141	145	AFM
34L	7031	47	D-T01 - BLEEDS ON	1	142	145	149	AFM
34R	7031	47	D-T01 - BLEEDS ON	1	142	145	149	AFM

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
16L	7031	43	D-T01 - BLEEDS ON	1	142	144	148	AFM
16R	7031	43	D-T01 - BLEEDS ON	1	141	144	148	AFM
34L	7031	44	D-T01 - BLEEDS ON	1	144	147	151	AFM
34R	7031	43	D-T01 - BLEEDS ON	1	142	145	149	AFM

/// LANDING DATA ///

APT	PRWY	POAT	PWIND	PQNH	PMRLW	FLP	PLDW	LIMIT
SEQM	36	12.0	045M04	30.30	5860	30	5551	AFM

RMKS WET RUNWAY



RWY OAT WIND QNH MRLW FLP VREF PWR CONFIG/CONDITION

----- ACARS RUNWAYS -----
RWY ACARS LENGTH PMRLW NOTES
18 13445 5860 ILS 111.10
36 13445 5860 ILS 109.30

----- FLAPS 30 - PACKS ON - NO ENROUTE ICING -----
DRY RWY / WET RWY
 18 36
 13445 FT 13445 FT
 5860A/5860A 5860A/5860A
 5860A/5860A 5860A/5860A
 5860A/5860A 5860A/5860A
HW/10KT 0/ 0 0/ 0
TW/10KT 0/ 0 0/ 0

----- LANDING DISTANCE - FLAPS 30 - MAX MANUAL BRAKING -----
 ACTUAL FACTORED
LDW VREF DRY WET DRY WET
5400 128 3504 4769 4616 6071
5500 129 3545 4825 4680 6152
/ 5600 130 3587 4882 4744 6233
5700 131 3629 4939 4808 6315
5800 133 3671 4997 4874 6398
HW/KT -21 -29 -24 -33
TW/KT 65 88 95 121

END TAKEOFF AND LANDING REPORT FLG 1976 SPJC-SEQM 31OCT24

**[Airport WX List]**

SPJC --> SEQM 9E 1976 / 31OCT2024
LIDO/WEATHER SERVICE DATE : 31Oct2024 TIME : 01:58 UTC

AIRMETs:

No Wx data available

SIGMETs:

SPIM LIMA FIR/UIR

WS SIGMET B1 VALID 310030/310330 SPJC- SPIM LIMA FIR
EMBD TS OBS AT 0000Z N OF S0448 AND E OF W07502 TOP
FL420 MOV W NC=

Tropical Cyclone SIGMETs:

No Wx data available

Volcanic Ash SIGMETs:

No Wx data available

Departure:

SPJC/LIM JORGE CHAVEZ INTL

SA 310100 17007KT 9999 SCT015 BKN023 18/14 Q1014 NOSIG RMK PP000
FT 302305 3100/3124 17010KT 9999 BKN025 TX21/3119Z TN17/3111Z
BECMG 3103/3105 OVC013
BECMG 3106/3108 24005KT
BECMG 3114/3116 BKN016

Destination:

SEQM/UIO MARISCAL SUCRE INTL

SA 310100 VRB03KT 9999 FEW007 SCT020 12/11 Q1026 NOSIG RMK A3031
FT 302250 3100/3124 04004KT 9999 SCT005 BKN020
BECMG 3103/3105 8000 BCFG BKN005
BECMG 3111/3113 9999 SCT030
BECMG 3117/3119 35015KT FEW023TCU SCT030
TEMPO 3120/3122 TSRA SCT023CB BKN030 TX26/3119Z
TN11/3111Z

Destination Alternates:

SELT/LTX COTOPAXI INTL ALTERNATIVE

SA 310100 17006KT 9999 SCT030 11/08 Q1029
FT 301650 3018/3118 18016KT 9999 SCT030 SCT100
TEMPO 3019/3022 FEW023TCU BKN030
BECMG 3023/3101 17006KT FEW010 BKN026
BECMG 3110/3112 SCT030
BECMG 3115/3117 17017KT TX19/3019Z TN07/3111Z

AIRPORTLIST ENDED



[NOTAM]

LIDO-NOTAM-BULLETIN INCLUDES NOTAM, COMP NOTAM AND AIP-REGULATION
VALID: 2410311030 - 2410311608 STD(EOBT)+TRIP+ALTN+3HRS
FLG 1976 /31OCT OFP-NR: 1
ROUTE: SPJC - SEQM ALTN: SELT
N0444F360 TELEB1F ATATU UM674 BOBUG/N0444F370 UM674 ROBIG/N0443F380
UM674 KETOM DCT

=====

DEPARTURE AIRPORT - DETAILED INFO

=====

SPJC/LIM JORGE CHAVEZ INTL

+++++ AIRPORT +++++

A4726/24

OVERFLIGHT OF AIRCRAFT (AEROPLANES AND HELICOPTERS) AND REMOTELY
PILOTED AIRCRAFT SYSTEMS OVER LA PAMPILLA REFINERY IS PROHIBITED.
COORD: 115606S0770751W 115605S0770810W
115416S0770801W 115416S0770743W
F) GND G) 2000FT AMSL

A4579/24

OCT 22-24, 29-31 NOV 05-07, 19-21, 26-28, DIC 03-05 1200-1730
TRA DUE PJE PUCUSANA ZONE BTN 31.60-33.70NM RDL 144.80-148.50 FM
JCL **DVOR**. PREVIOUS COOR WITH LIMA APP, LAS PALMAS TWR AND LIBMANDY
AFIS IS REQUIRED.
COORD: 122945S0764759W RDO: 01NM
F) GND G) FL120

A4360/24

TWY M CLSD BTN TWY R AND TWY M1

A4262/24

CTN DUE TO OBST CONSTRUCTION CRANES OF 30M TO 61M HGT AT 295M R
SIDE OF **RWY 16L/34R** WI COORD: 120149S0770656.2W
120135.2S0770704.1W 120148.1S0770705.9W 120144.9S0770652.8W

A4261/24

CTN DUE TO OBST CONSTRUCTION CRANES OF 3M TO 35M HGT AT 772M R
SIDE OF **RWY 16L/34R**. WI COORD: 120148.59S0770704.83W
120145.38S0770658.11W 120156.26S0770652.74W 120159.47S0770659.46W

A4214/24

1200-2300
DRONES DISPLAY WILL TAKE PLACE ON ZONE LIMITS:
120002.79S0770713.01W 115954.76S0770652.68W
120012.34S0770643.85W 120021.05S0770703.50W
F) GND G) 180FT AGL

A4215/24

1200-2300
DRONES DISPLAY WILL TAKE PLACE ON:
ZONE A LIMITS
120119.91S0770726.18W 120223.80S0770656.44W
120229.36S0770624.59W 120108.32S0770703.88W
ZONE B LIMITS:
120222.01S0770709.33W 120140.48S0770730.63W
120143.81S0770737.64W 120213.60S0770736.35W
F) GND G) 394FT AGL

A2610/24

LIMA TORRE OESTE FREQ 118,700MHZ CHG TO LIMA TORRE OESTE FREQ
118,750MHZ



+++++ RUNWAY +++++

A4724/24

PAPI RWY 34R U/S

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

A4723/24

ILS IJCH RWY 16L DOWNGRADED TO CAT II

=====

DESTINATION AIRPORT - DETAILED INFO

=====

SEQM/UIO MARISCAL SUCRE INTL

+++++ AIRPORT +++++

A1845/24

WIP IN GREEN AREA OF MOV AREA. CTN

A1830/24

APP MAIN FREQ 121.2 MHZ AND APP ALTERNATIVE FREQ 119.7. MHZ
REF AIP SEQM AD 2.18

A1789/24

ACFT STAND 15 AND 17 CLSD DUE WIP

A1790/24

TWY C BTN ACFT STAND 15 AND 17 CLSD DUE WIP

A1805/24

OLM FREQ 400 KHZ NDB U/S

A0492/24

RESTRICTED USE VOR QSV FREQ 116.8 MHZ BTN R005 TO R180.CTN

+++++ SID +++++

A2157/24

SID 1F - ARNOK 4, ANBAL 3 - RWY36 NOT AVBL
REF. AD 2 SEQM 27.1

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

A1802/24

RWY 18 ILS CAT I OPR BUT GND CK ONLY, AWAITING FLTCK

A1803/24

RWY 36 ILS CAT I OPR BUT GND CK ONLY, AWAITING FLTCK

A1804/24

RWY 36 ILS CAT II DEGRADED TO CAT I

A0290/24

LOC 36 CHG ILS CAT I TO ILS CAT II.
REF. AIP PAGE AD 2 SEQM 12 PART AD 2.19.1



=====

DESTINATION ALTERNATE AIRPORT(S)

=====

SELT/LTX COTOPAXI INTL ALTERNATIVE

+++++ AIRPORT ++++++

A2219/24

FUEL NOT AVBL

A1625/24

RFFS DOWNGRADED TO CAT 5

A1582/24

DLY 1100-0300

AP NEW SKED SER

+++++ RUNWAY ++++++

A1943/24

RWY 19 BIRD PRESENCE FM 2000M TO 2700M CTN

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

A2158/24

IAC 2 - ILS 0 LOC Y - RWY 19 NOT AVBL

REF. AIP AD 2 SELT 35.2

A1520/24

RWY 19 ILS CAT I OPR BUT GND CK ONLY, AWAITING FLTCK

=====

EXTENDED AREA AROUND DEPARTURE

=====

SPIM LIMA FIR/UIR

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

A4349/24

AIRAC NIL

A3343/24

LIMA FIR, UTA LIMA Y CTA LIMA EMERGENCY FREQ 121.500MHZ U/S.

AVBL ONLY IN ALL TMA ACCORDING AIP PERU ENR 2.1



=====

EXTENDED AREA AROUND DESTINATION

=====

SEFG

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

A2201/24

TRIGGER NOTAM - PERM AIRAC AIP AMDT 48/24 WEF 31 OCT 24
ROUTE CHART FOR TEMPORARY USE IN CASE OF VOLCANIC ASH CONTINGENCY:
LOWER ROUTE W33.
STANDARD DEPARTURE CHART - INSTRUMENT FLIGHT - ICAO, STANDARD
DEPARTURE CHART - INSTRUMENT FLIGHT - RNAV - ICAO, STANDARD
ARRIVAL CHART - INSTRUMENT FLIGHT - STAR, STANDARD ARRIVAL CHART -
INSTRUMENT FLIGHT - RNAV - STAR, INSTRUMENT APPROACH CHART - ICAO
AND INSTRUMENT APPROACH CHART - RNAV - ICAO OF THE INTERNATIONAL
AIRPORT JOSE JOAQUIN DE OLMEDO OF THE CITY OF GUAYAQUIL.
RESCUE AND FIREFIGHTING SERVICES, AND NAVIGATION AND LANDING RADIO
AIDS FOR THE MARISCAL SUCRE INTERNATIONAL AIRPORT IN THE CITY OF
QUITO.
HOURS OF OPERATION, STANDARD DEPARTURE CHARTS - INSTRUMENT FLIGHT
- ICAO AND INSTRUMENT APPROACH CHARTS - ICAO OF THE JUMANDY
AERODROME OF THE AHUANO SECTOR.
INSTRUMENT APPROACH CHART - ICAO OF THE FRANCISCO DE ORELLANA
AERODROME OF THE CITY OF EL COCA? 1.21 INSTRUMENT APPROACH CHART -
ICAO OF THE FRANCISCO DE ORELLANA AERODROME OF THE CITY OF EL
COCA. A HOURS OF OPERATION OF THE MARISCAL LA MAR AERODROME IN THE
CITY OF CUENCA.
HOURS OF OPERATION OF THE CHIMBORAZO AERODROME IN THE CITY OF
RIOBAMBA.

FACILITIES AND STOPOVER SERVICES OF THE SAN CRISTOBAL AERODROME IN
THE GALAPAGOS ISLANDS.
RADIO AIDS FOR NAVIGATION AND LANDING OF THE LOS PERALES AERODROME
IN THE CITY OF SAN VICENTE.
AERODROME GEOGRAPHIC AND ADMINISTRATIVE DATA, GUIDANCE AND SURFACE
MOVEMENT CONTROL SYSTEM AND SIGNALS, **RUNWAY** PHYSICAL
CHARACTERISTICS, **RUNWAY** LONGITUDINAL PROFILE, DECLARED DISTANCES,
APPROACH AND **RUNWAY** LIGHTS, ATS AIRSPACE, FLIGHT PROCEDURES,
AERODROME/HELIPORT PLAN - ICAO AND INSTRUMENT APPROACH CHARTS -
ICAO OF THE REGIONAL SANTA ROSA AERODROME OF THE CITY OF SANTA
ROSA.
HOURS OF OPERATION OF THE TENIENTE CORONEL LUIS A. MANTILLA
AERODROME IN THE CITY OF TULCAN.

A2117/24

ACC1 FREQ 123.9 MHZ ALTERNATE DELIMITED BY REP PAV PULTU TERAS
TOSES KORBO LOBOT KABAG U/S

A1861/24

SURVEILLANCE SER SECT PULTU-TERAS **NOT AVBL**

A0665/24

ALL FLT IN THE SEFG FIR, CLASS G AIRSPACE, MUST PRESENT A FPL
INCLUDING IN BOX 18 RMK/G-DA-NO ATS
REF. AIP PARTE ENR 1.10



+++++ WAYPOINT +++++

A1272/23

NEW REP WITH THE FOLLOWING CHARACTERISTICS:

ID: TIVKA

COORD: 022330S 0773008W

RMK: SUPPORT OF AWY W16, W30, W12G IN REPLACEMENT OF **NDB** TSH. REF.

AIP PAGES ENR 3.1-27, 3.1-44, 3.1-47, 6.1-1

=====

EXTENDED AREA AROUND DESTINATION ALTERNATE AIRPORT(S)

=====

SEFG

Please see section EXTENDED AREA AROUND DESTINATION

=====

AREA ENROUTE DEPARTURE - DESTINATION

=====

SEFG

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.

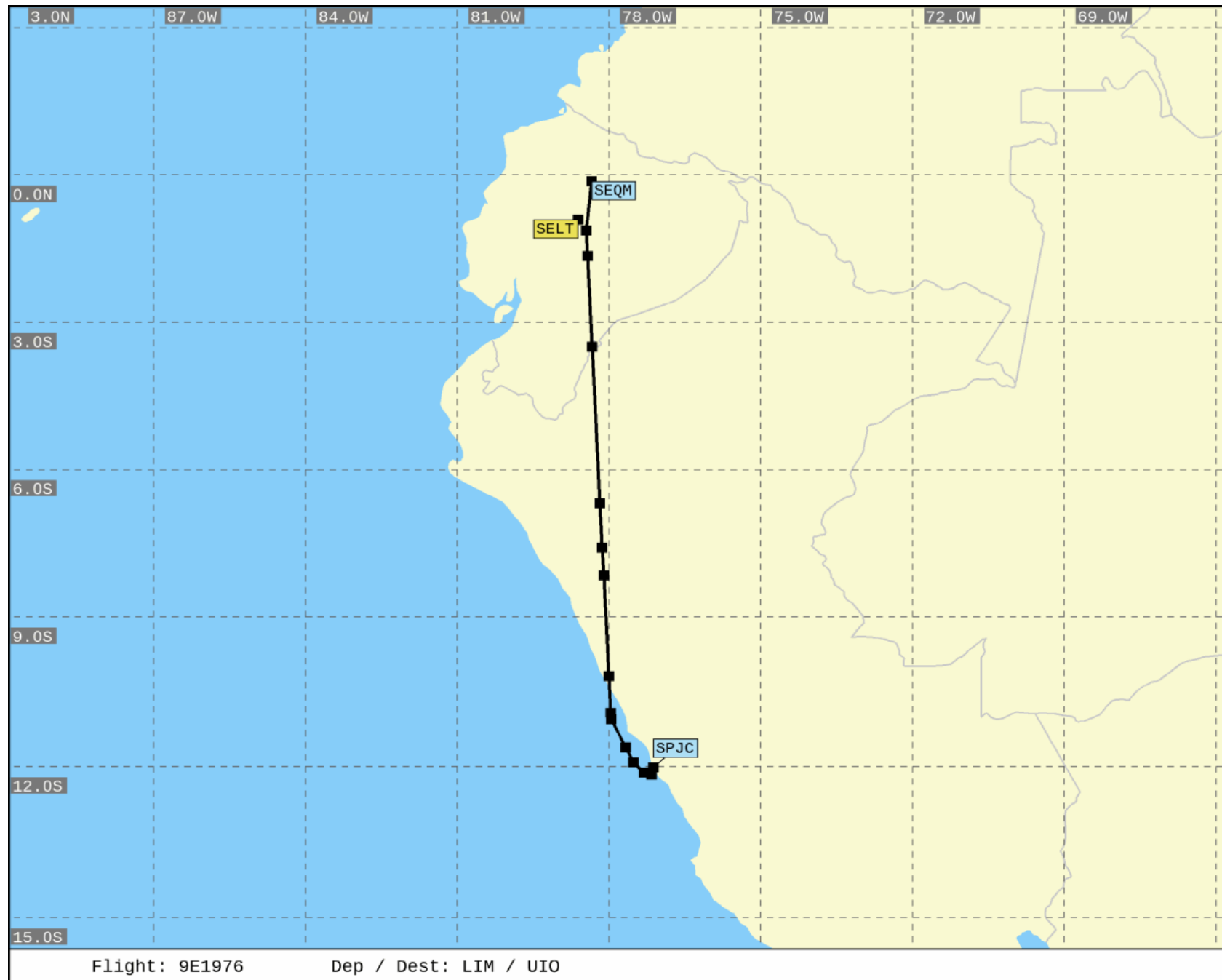
=====

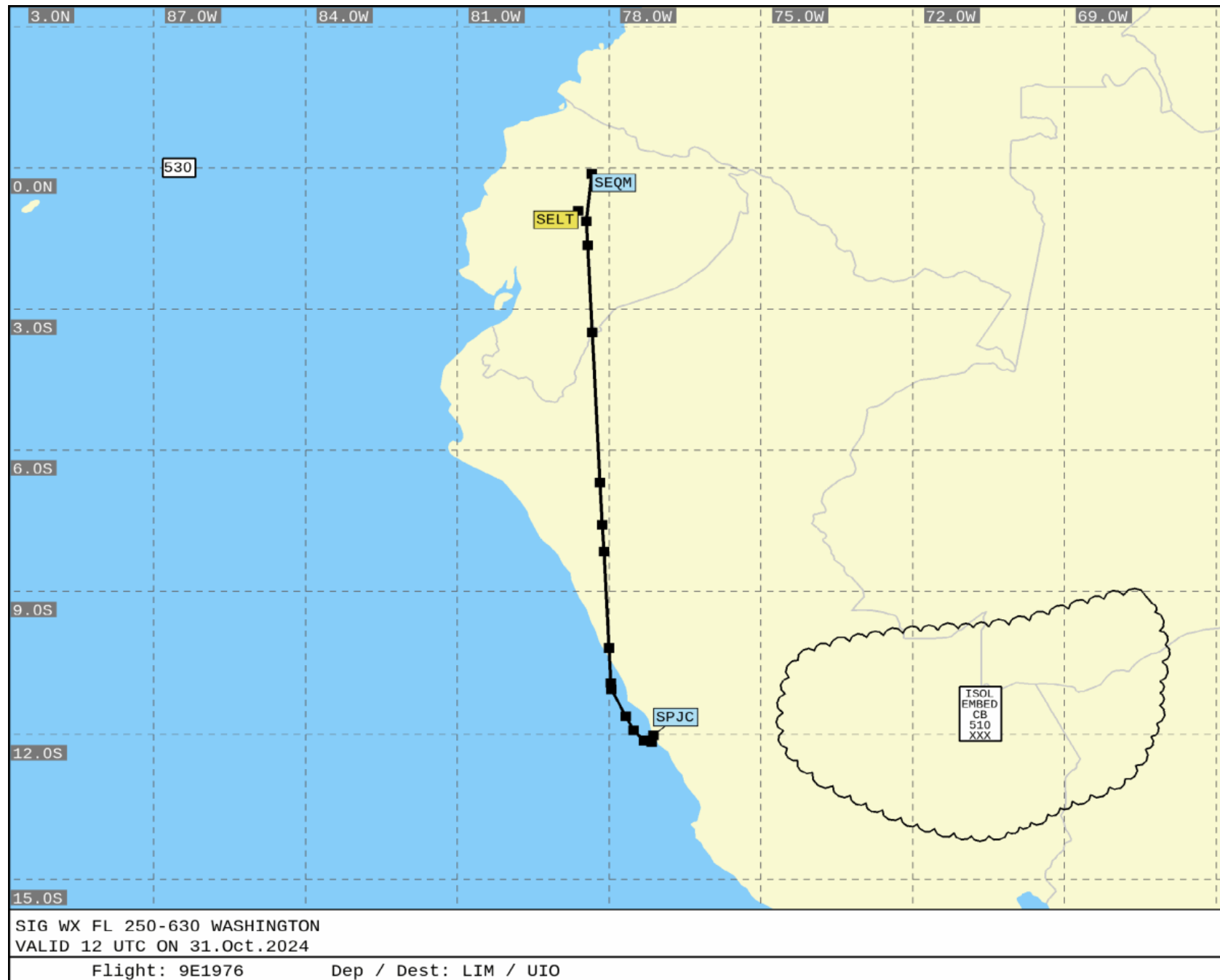
CREW BULLETIN

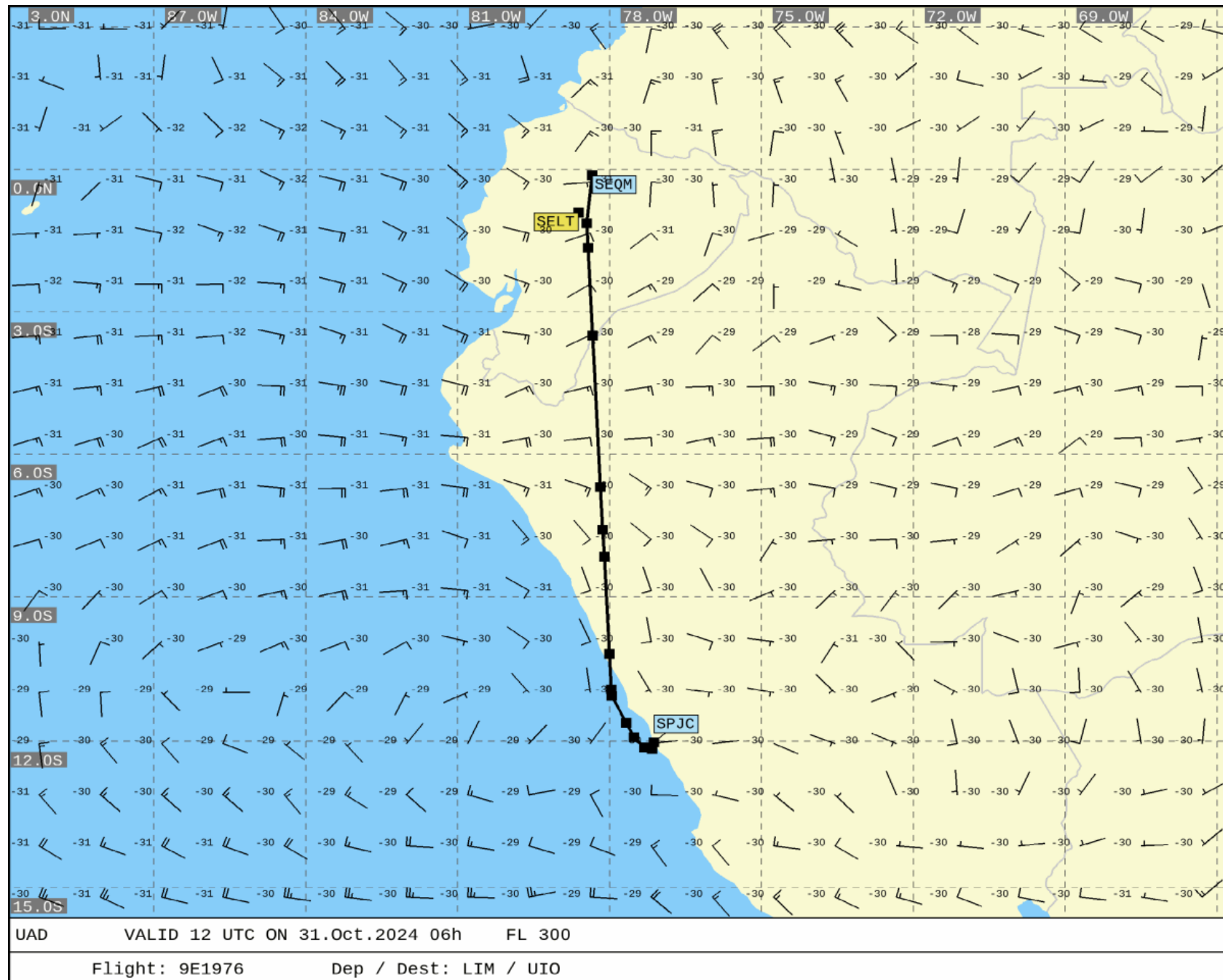
=====

NIL

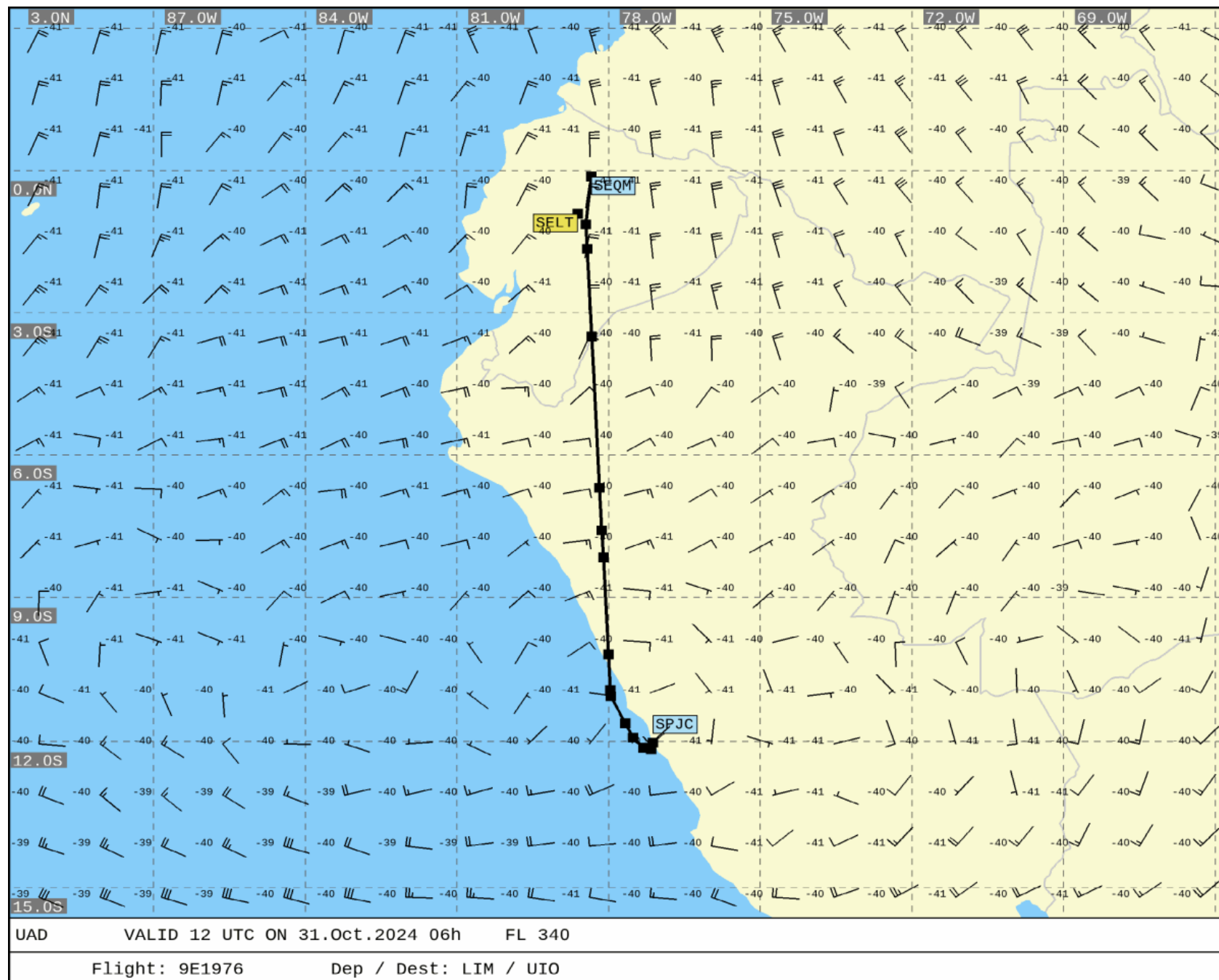
===== END OF LIDO-NOTAM-BULLETIN =====



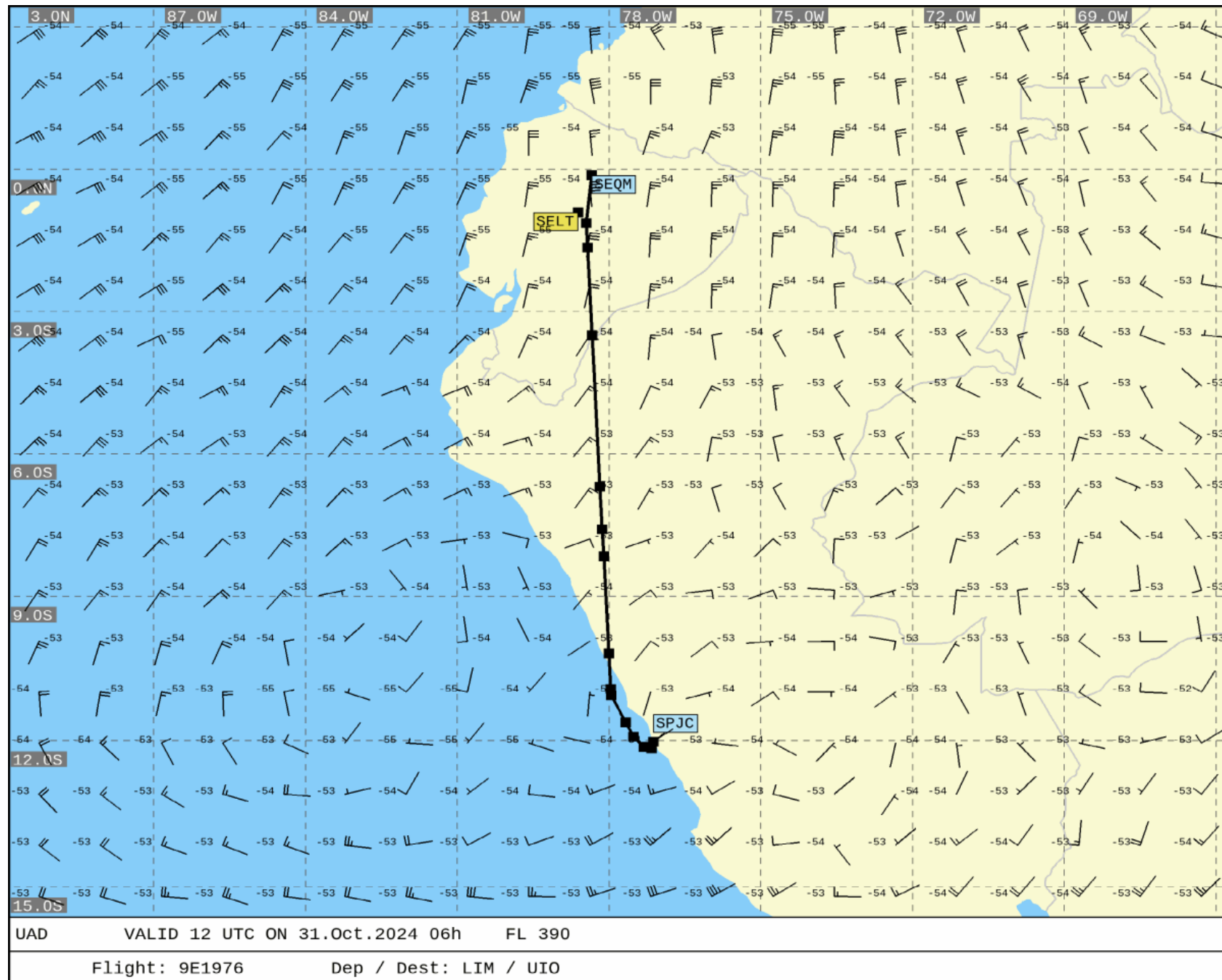




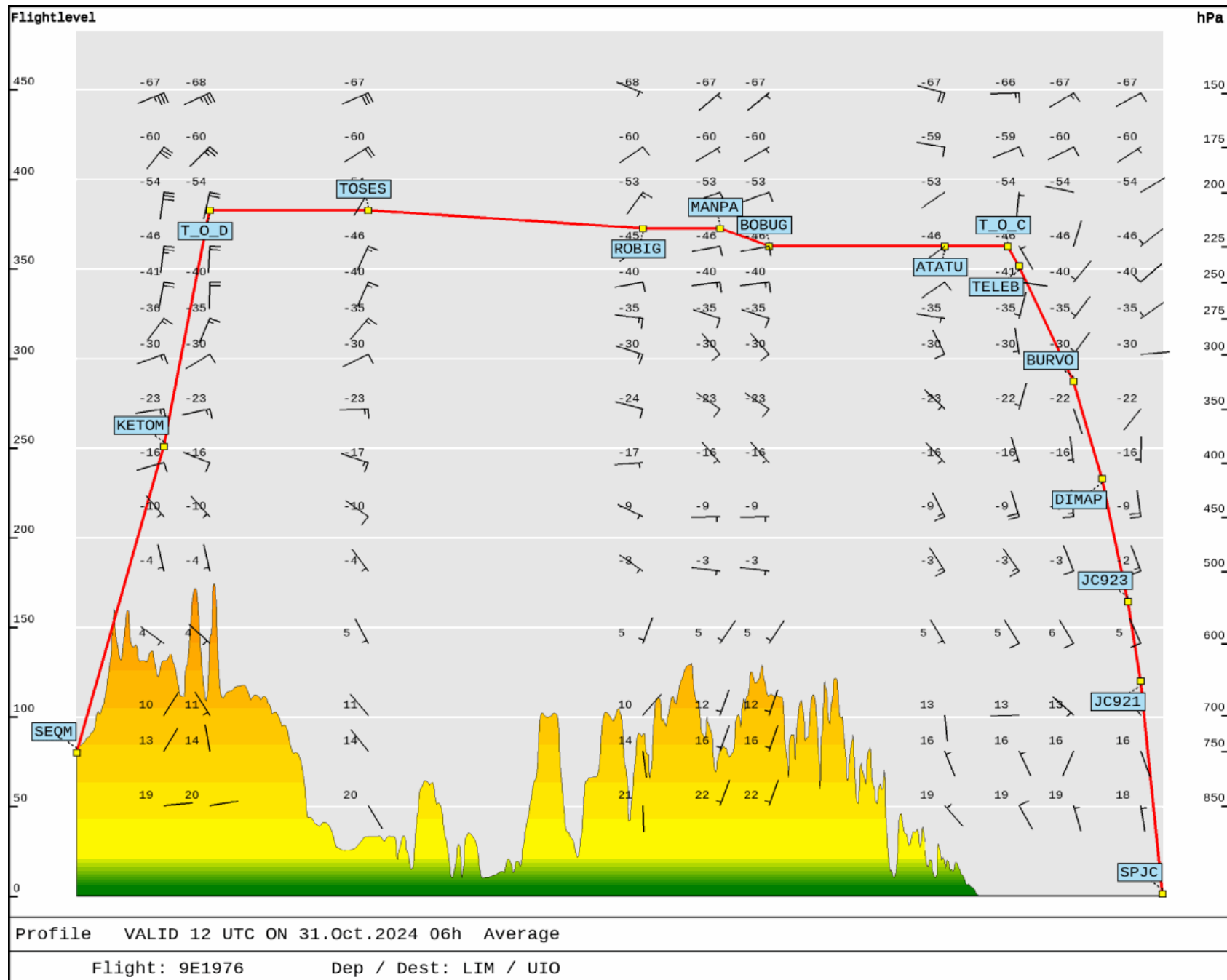
- Not for real world navigation -



- Not for real world navigation -



- Not for real world navigation -



- Not for real world navigation -



End of Document: Total Number of Pages: 24