



[ OFF ]

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N806LV 13MAR2023 LPFR-LPPR B738 N806LV RELEASE 1413 13MAR23  
OFF 1 FARO-FRANCISCO SA CARNEIRO  
WX PROG 1315 1318 OBS 1306 1306

ATC C/S N806LV LPFR/FAO LPPR/OPO CRZ SYS CI 7  
13MAR2023 N806LV 1530/1550 1641/1649 GND DIST 266  
B737-800 / CFM56-7B26 STA 1655 AIR DIST 270  
CTOT:.... G/C DIST 256

MAXIMUM TOW 79016 LAW 66361 ZFW 62732 AVG WIND 264/068  
ESTIMATED TOW 56028 LAW 53970 ZFW 50693 AVG W/C M005  
AVG ISA M000  
AVG FF KGS/HR 2407  
FUEL BIAS P00.0  
TKOF ALTN .....

ALTN LPPT  
FL STEPS LPFR/0320/

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DISP RMKS PLANNED OPTIMUM FLIGHT LEVEL

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PLANNED FUEL

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FUEL ARPT FUEL TIME  
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TRIP OPO 2058 0051  
CONT 15 MIN 602 0015  
ALTN LIS 1742 0042  
FINRES 933 0030  
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MINIMUM T/OFF FUEL 5335 0218  
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EXTRA 0 0000  
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T/OFF FUEL 5335 0218  
TAXI FAO 227 0020  
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BLOCK FUEL FAO 5562  
PIC EXTRA .....  
TOTAL FUEL .....  
REASON FOR PIC EXTRA .....

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FMC INFO:  
FINRES+ALTN 2675  
TRIP+TAXI 2285  
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NO TANKERING RECOMMENDED (P)

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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: ROCHELLE SCHNEIDER

PIC NAME: VM, LUIS

TEL: +1 800 555 0199

PIC SIGNATURE: .....



ALTERNATE ROUTE TO:						FINRES			933	
APT	TRK	DST	VIA			FL	WC	TIME	FUEL	
LPPT/02	188	228	MANIK2E	MANIK	DCT	XAMAX	370	M013	0042	1742
XAMAX8K										

MEL/CDL ITEMS DESCRIPTION

ROUTING:

ROUTE ID: DEF RTE  
LPFR/28 DCT ODEMI DCT ABLEG DCT LPPR/35

DEPARTURE ATC CLEARANCE:

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OPERATIONAL IMPACTS

WEIGHT CHANGE	UP	1.0	TRIP	P	0027	KGS	TIME	M	0000
WEIGHT CHANGE	DN	1.0	TRIP	M	0027	KGS	TIME	P	0000
FL CHANGE	UP	FL1	TRIP	M	0001	KGS	TIME	P	0000
FL CHANGE	DN	FL1	TRIP	P	0007	KGS	TIME	P	0000
FL CHANGE	DN	FL2	TRIP	P	0038	KGS	TIME	P	0000
SPD CHANGE	CI	0	TRIP	M	0008	KGS	TIME	P	0000
SPD CHANGE	CI	100	TRIP	P	0060	KGS	TIME	M	0002

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ATIS:.  
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RVSM: ALT SYS LEFT:

STBY:

RIGHT:  
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-----TIMES  
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	ESTIMATED	SKED	ACTUAL
OUT	1530Z/1530L	1530Z/1530L	.....Z
OFF	1550Z/1550L	1550Z/1550L	.....Z
ON	1641Z/1641L	1647Z/1647L	.....Z
IN	1649Z/1649L	1655Z/1655L	.....Z
BLOCK TIME	0119	0125	.....

  
-----WEIGHTS  
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	EST	MAX	ACTUAL
PAX	116		.....
CARGO	0.0		.....
PAYLOAD	9.3		.....
ZFW	50.7	62.7	.....
FUEL	5.6	18.0	..... POSS EXTRA 12.4
TOW	56.0	68.4	LDG.....
STAB TRIM			.....
LAW	54.0	66.4	.....

  
-----TERRAIN CLEARANCE CHECK  
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DD CHECK - TERRAIN CLEARANCE CHECK DISABLED

DP CHECK - TERRAIN CLEARANCE CHECK DISABLED  
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## FLIGHT LOG

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MOST CRITICAL MORA 04900 FEET AT TOD///MXSHR 04 AT TOC

AWY	FL	IMT	MN	WIND	OAT	EFOB	PBRN			
POSITION	LAT	EET	ETO	MORA	ITT	TAS	COMP	TDV	AFOB	ABRN
IDENT	LONG	TTLT	ATO	DIS	RDIS	GS	SHR	TRP		
FREQ										
FARO	N3700.9		...	39	327				5.3	0.2
LPFR	W00757.9	0000	...		325		M026			
					266	396			....	....
DCT				253	001	.69	268/045	M33	4.4	1.1
ODEMI	N3729.9	0008	...	34	359		M026	P03		
ODEMI	W00823.0	0008	...	39	227	396		399	....	....
DCT				320	001	.78	262/070	M50	4.2	1.4
T O C	N3757.8	0004	...	42	359	454	P003	M01		
	W00823.4	0012	...	28	199	457	4	396	....	....
DCT				320	002	.70	263/081	M51	3.6	1.9
T O D	N3953.7	0017	...	49	359	404	P000	M02		
	W00825.1	0029	...	116	83	404	2	384	....	....
DCT				127	341	.53	268/054	M09	3.5	2.1
ABLEG	N4043.4	0011	...	49	340		M003	P01		
ABLEG	W00825.9	0040	...	50	33	338		364	....	....
DCT									3.3	2.3
FRANCISCO S	N4114.1	0011	...							
LPPR	W00840.7	0051	...	33					....	....

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WIND INFORMATION  
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CLIMB			T O C			T O D			DESCENT
350	258/077	-57	360	258/078	-59	360	265/088	-58	350 267/091 -57
310	265/067	-48	340	258/075	-55	340	267/096	-56	310 265/091 -49
200	274/041	-19	320	263/070	-50	320	265/092	-51	200 280/083 -20
150	280/035	-05	300	268/065	-46	300	263/089	-47	150 276/063 -13
100	278/029	+05	280	269/062	-40	280	270/089	-42	100 274/037 -06

  
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**[ ATC Flight Plan ]**-----  
ICAO FLIGHT PLAN  
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FF LPPCZQZX  
131413 CYULSBFP  
(FPL-N806LV-IS  
-B738/M-SDE2E3FGHIRWXY/LB1  
-LPFR1530  
-N0405F320 DCT ODEMI DCT ABLEG DCT  
-LPPR0041 LPPT  
-PBN/A1B1C1D1S1S2 DOF/230313 REG/N806LV PER/C RMK/TCAS)



[ Additional Info ]

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D I S P A T C H   B R I E F I N G   I N F O      N806LV      LPFR/LPPR



## [ Airport WX List ]

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LPFR --> LPPR N806LV / 13MAR2023  
LIDO/WEATHER SERVICE DATE : 13Mar2023 TIME : 14:13 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:

LPFR/FAO FARO

SA 131400 24014KT 9999 FEW015 18/16 Q1020  
FT 131100 1312/1412 25013KT 9999 SCT020  
BECMG 1315/1317 30013KT CAVOK  
BECMG 1321/1323 32008KT  
BECMG 1401/1403 VRB02KT

## Destination:

LPPR/OPO FRANCISCO SA CARNEIRO

SA 131400 28010KT 240V310 9999 SCT032 16/11 Q1018  
FT 131100 1312/1412 24013KT 9999 SCT025  
PROB40 TEMPO 1312/1316 24017G27KT 8000 SHRAGS BKN015  
FEW018CB  
BECMG 1316/1318 27010KT  
BECMG 1320/1322 31007KT  
BECMG 1401/1403 VRB02KT  
BECMG 1410/1412 24007KT

## Destination Alternates:

LPPT/LIS HUMBERTO DELGADO

SA 131400 30011KT 260V330 9999 SCT026 17/12 Q1021  
FT 131100 1312/1418 28012KT 9999 FEW025  
BECMG 1313/1315 31012KT  
BECMG 1320/1322 29005KT SCT015  
BECMG 1408/1410 VRB05KT SCT035  
BECMG 1416/1418 34008KT CAVOK

AIRPORTLIST ENDED





[ 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.

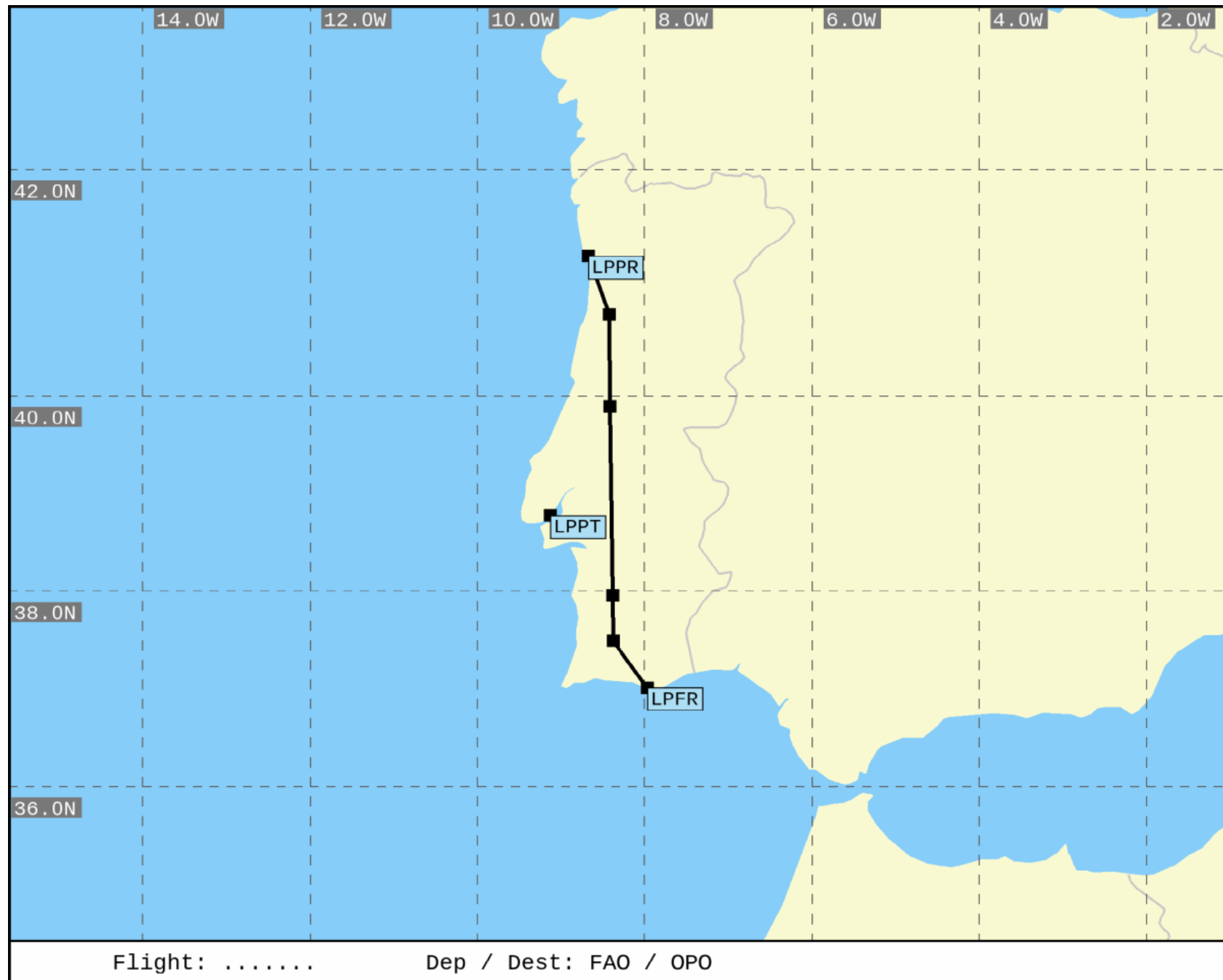
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CREW BULLETIN

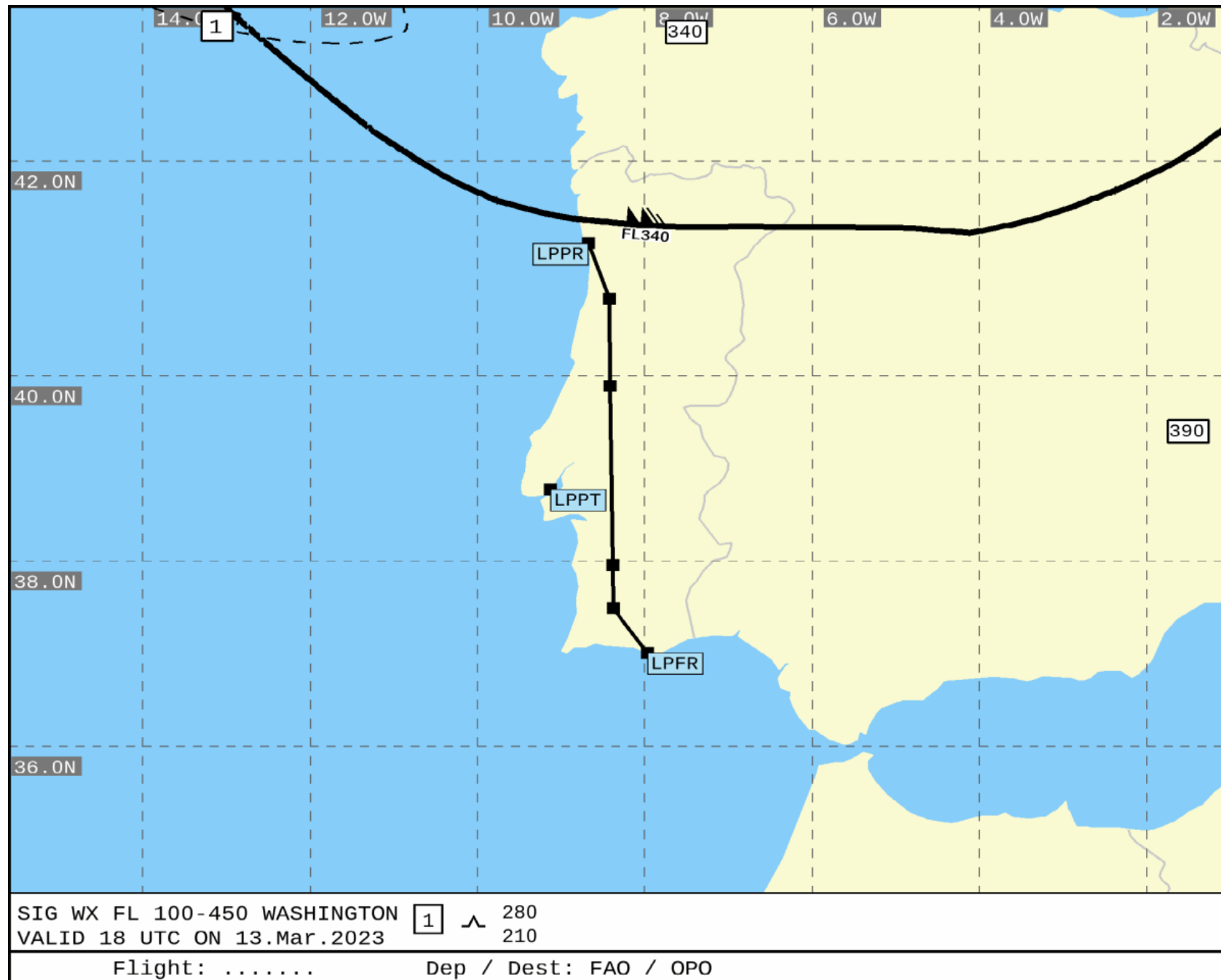
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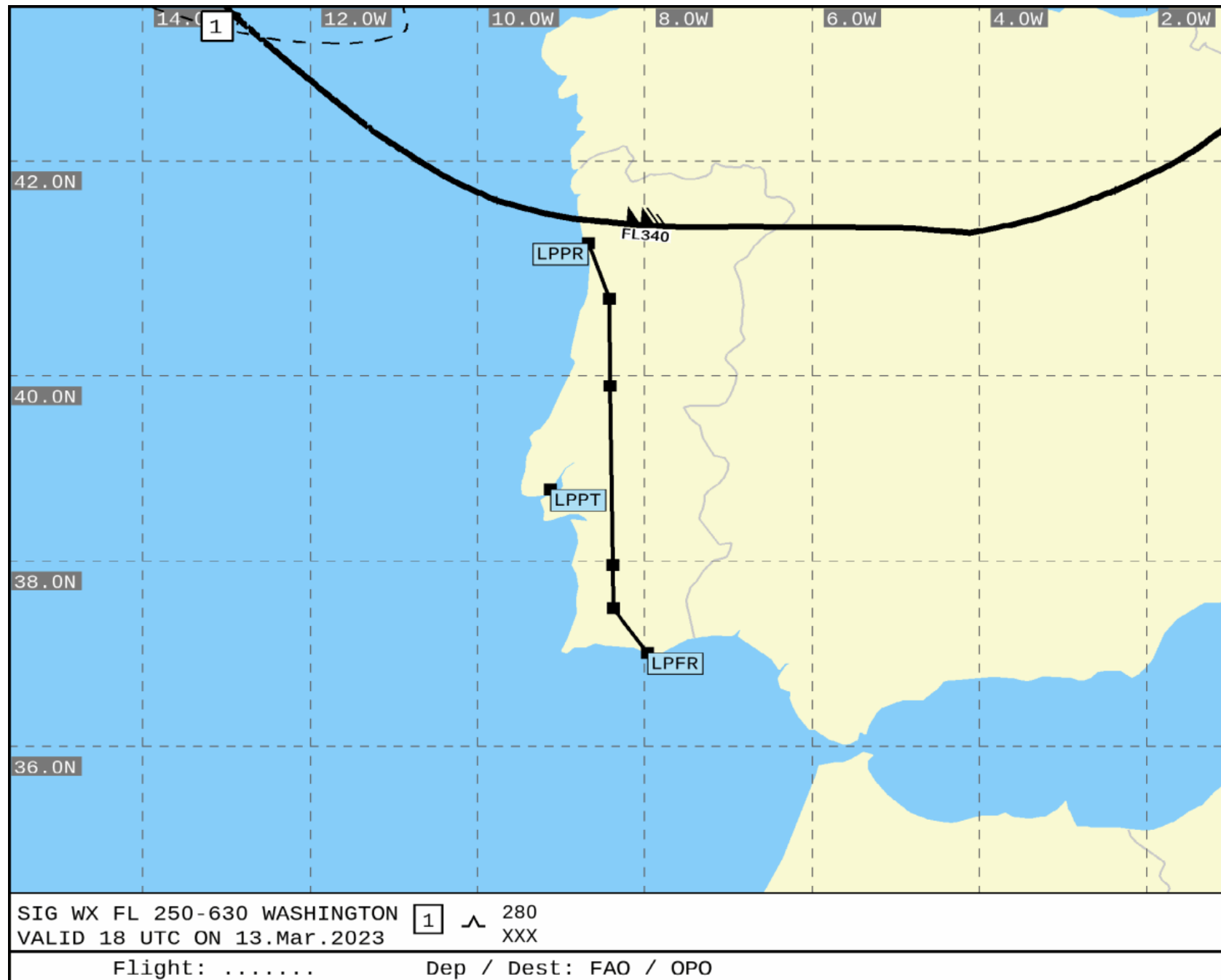
NIL

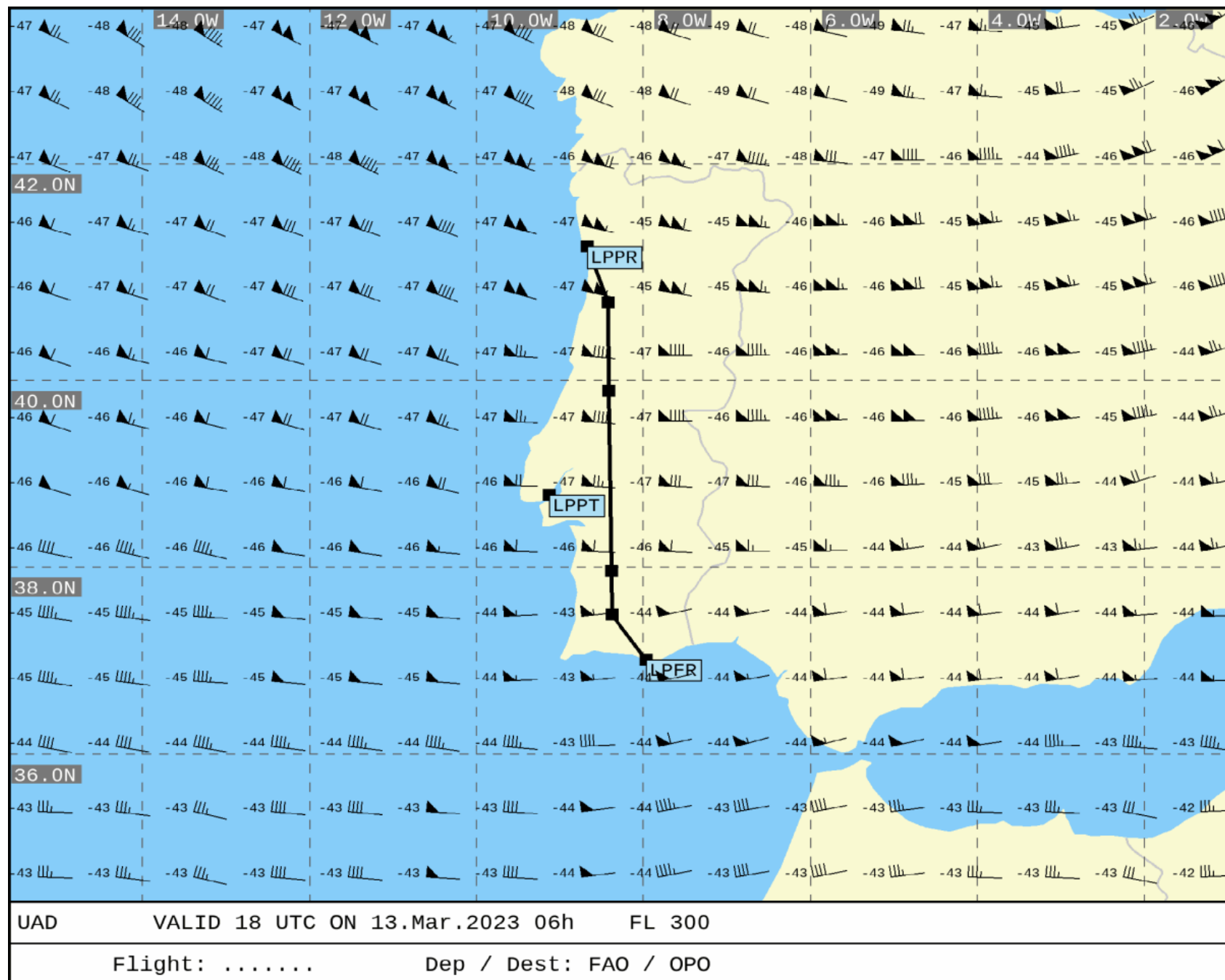
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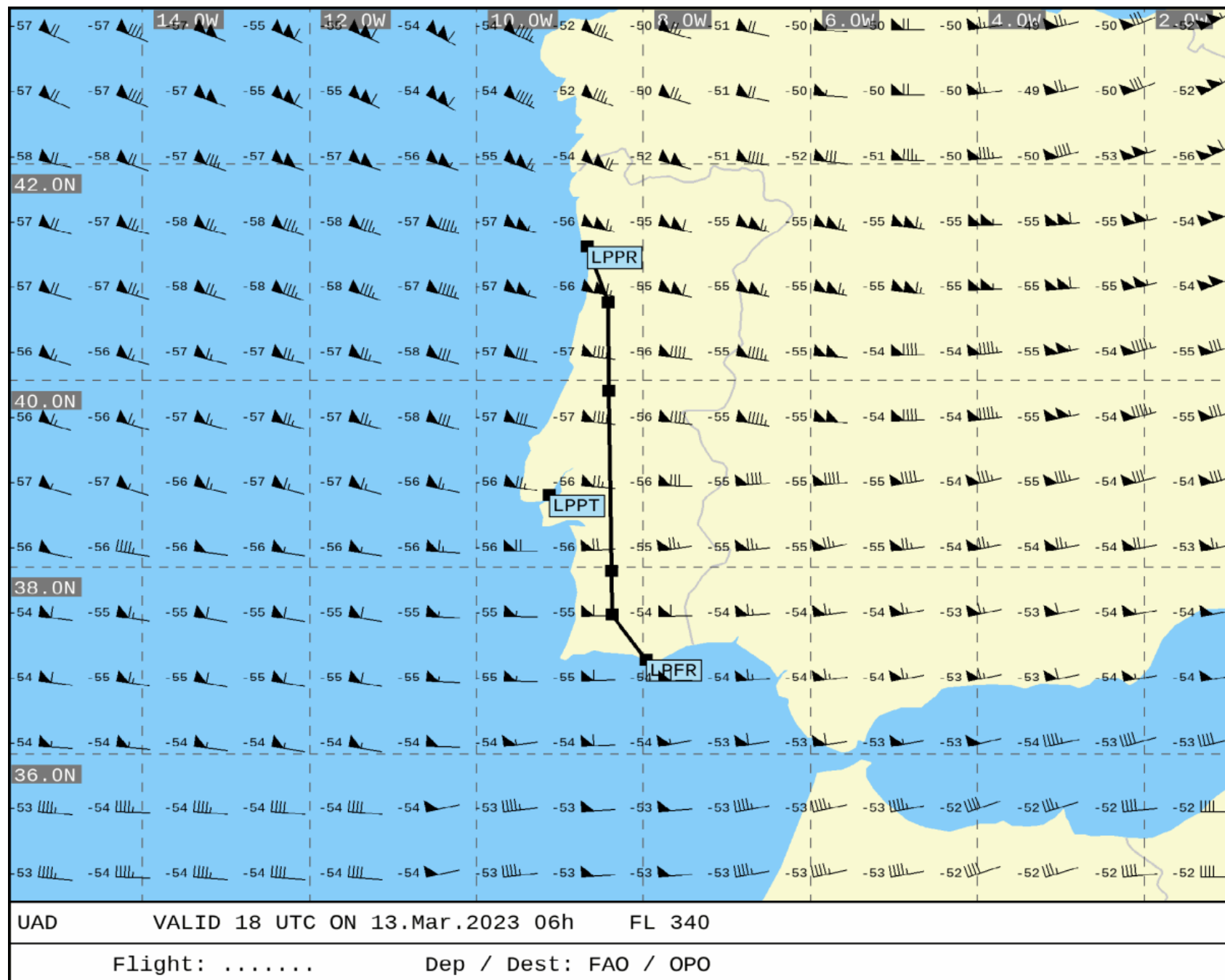


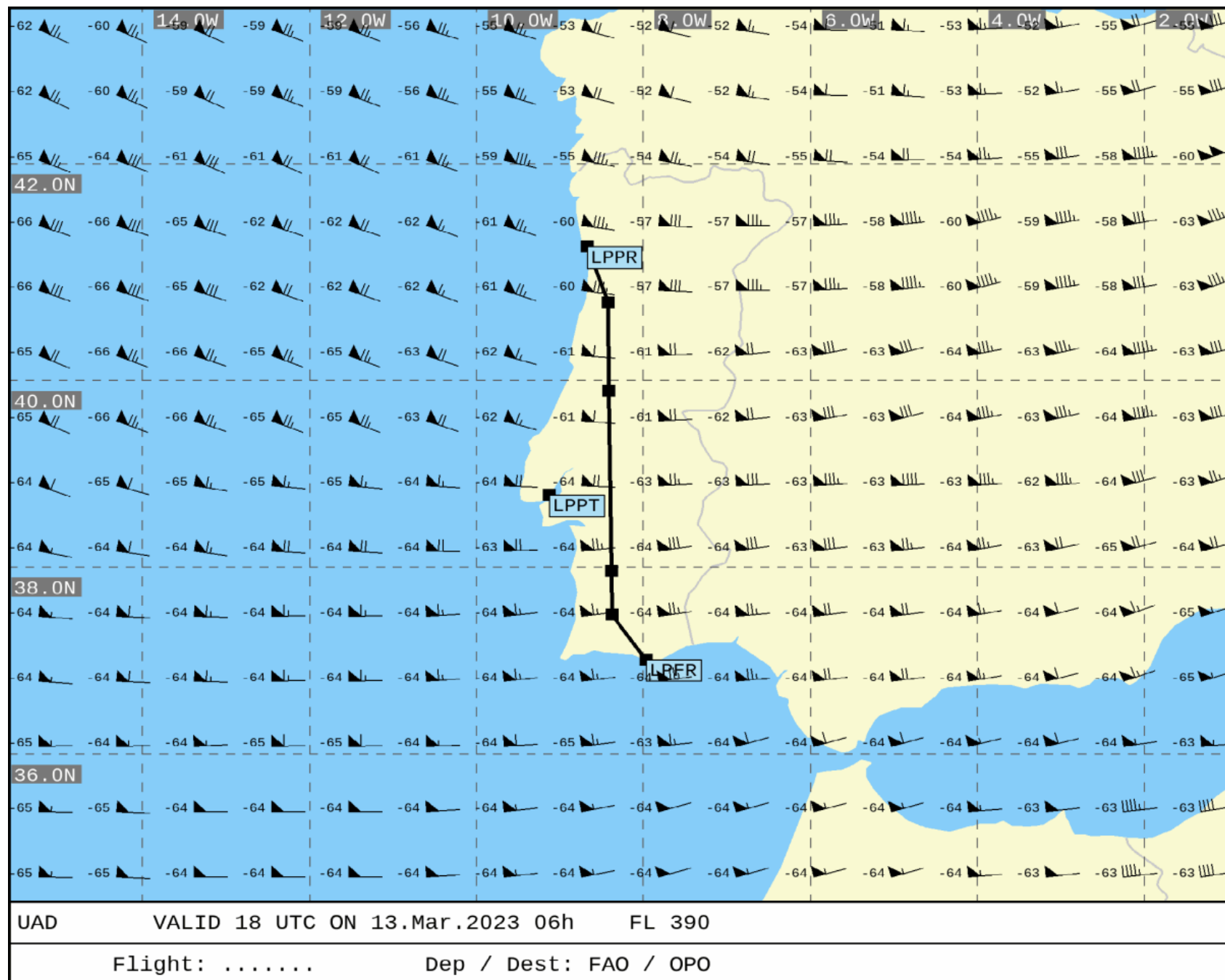
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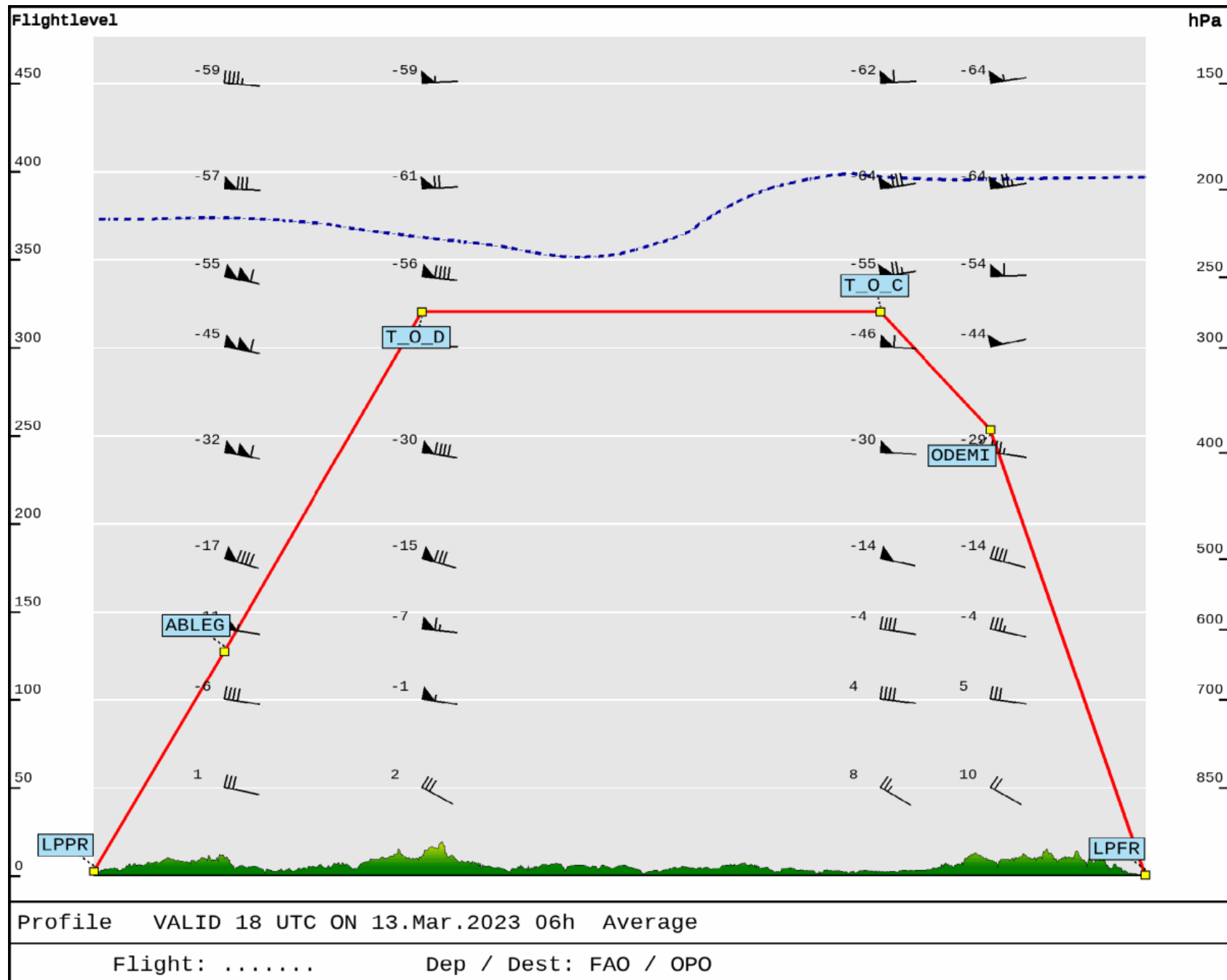
















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