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Note: No Performance Correction Factors used from published figures

		User Entered			
		From Planning Manual			
Depart			NSFA		
Destination			NWWW		
Route Distance	GNM		1596		
ZFW	TOTAL	lbs	14606		
Fuel Load		Litres	4164	= US Gallons	1100
		Fuel SG	0.78		
		lbs	7160		
Ramp Weight		lbs	21766		
Fuel Used	Start		0		
	Taxi		0		
	Takeoff		0		
<b>INITIAL SEGMENT</b>					
Distance	To Position		KILAN		
	GNM		292	To start of next Altitude Change	
Flight Fuel	Initial Climb	Start Weight	21766		
		Start Alt	0		
		Finish Alt	39000		
		Temp Variation	+10		
		Wind Component	-20		
		Time	36		
		Fuel Used	1200		
		Distance (ANM)	208		
		GNM	196		
	Cruise	Distance	96		
		Wind Component	-20	Cruise MZW Check	TOPC
		Temp Variation	+10		20446
		Cruise Mach	0.72		End Cruise
		EMZW	20382		20018
		Fuel Flow	1612		MZW
		TAS	417		20232
		Time in Cruise	15		Error
		Fuel in Cruise	390		-150
				Time Interval	51 minutes
				Elapsed Time	51 minutes
				Fuel Remaining at	KILAN 5412 if VFR used
<b>MID SEGMENT 1</b>					
Distance	To Position		APASI		
	GNM		209	To start of next Altitude Change	
Flight Fuel	Altitude Change	Start Weight	20018		
		Start Alt	39000		
		Finish Alt	39000		
		Temp Variation	+10		
		Wind Component	-35		
		Time	0		
		Fuel Used	0		
		Distance (ANM)	0		
		GNM	0		
	Cruise	Distance	209		
		Wind Component	-35	Cruise MZW Check	End Alt. Change
		Temp Variation	+10		20018
		Cruise Mach	0.72		End Cruise
		EMZW	19600		19138
		Fuel Flow	1462		MZW
		TAS	417		19578
		Time in Cruise	33		Error
		Fuel in Cruise	800		-22
				Time Interval	33 minutes
				Elapsed Time	83 minutes
				Fuel Remaining at	APASI 4532 if VFR used
<b>MID SEGMENT 2</b>					
Distance	To Position		DOLSI		
	GNM		513	To start of next Altitude Change	
Flight Fuel	Altitude Change	Start Weight	19138		
		Start Alt	39000		
		Finish Alt	39000		
		Temp Variation	+10		
		Wind Component	-75		
		Time	0		
		Fuel Used	0		

Cruise	Distance (ANM)	0			
	GNM	0			
	Distance	513			
	Wind Component	-75	Cruise MZW Check	End Alt. Change	19138
	Temp Variation	+10		End Cruise	16888
	Cruise Mach	0.72		MZW	18013
	EMZW	17978		Error	36
	Fuel Flow	1364			
	TAS	417	Time Interval		90 minutes
	Time in Cruise	90	Elapsed Time		173 minutes
Fuel in Cruise	2045	Fuel Remaining at	DOLSI	2282 if VFR used	

<b>MID SEGMENT 3</b>					
Distance	To Position	0904 UTC			
	GNM	146	To start of next Altitude Change		
Flight Fuel	Altitude Change	Start Weight	16888		
		Start Alt	39000		
		Finish Alt	39000		
		Temp Variation	+10		
		Wind Component	-65		
		Time	0		
		Fuel Used	0		
		Distance (ANM)	0		
		GNM	0		
		Cruise	Distance	146	
Wind Component	-65		Cruise MZW Check	End Alt. Change	16888
Temp Variation	+10			End Cruise	16283
Cruise Mach	0.72			MZW	16586
EMZW	16568			Error	17
Fuel Flow	1326				
TAS	417		Time Interval		25 minutes
Time in Cruise	25		Elapsed Time		198 minutes
Fuel in Cruise	550		Fuel Remaining at	0904 UTC	1677 if VFR used

<b>FINAL SEGMENT</b>					
Distance	To Position	NWWW			
	GNM	436			
Flight Fuel	Altitude Change	Start Weight	16283		
		Start Alt	39000		
		Finish Alt	39000		
		Temp Variation	+10		
		Wind Component	-20		
		Time	0		
		Fuel Used	0		
		Distance (ANM)	0		
		GNM	0		
		Cruise	Distance	356	
Wind Component	-20		Cruise MZW Check	End Alt. Change	16283
Temp Variation	+10			End Cruise	15049
Cruise Type	0.72			MZW	15666
EMZW	15600			Error	66
Fuel Flow	1251				
TAS	417				
Time in Cruise	54				
Fuel in Cruise	1123				
Descent to Destination	Start Alt		39000		
	Finish Alt	0			
	Wind Component	-20			
	Time	16			
	Fuel Used	158	Time Interval		70 minutes
	Distance (ANM)	85	Elapsed Time		268 minutes
GNM	80	Fuel Remaining at	NWWW	269 if VFR used	

Fuel Used	Approach	0
	Landing	0

<b>ARRIVAL FUEL</b>	<b>269</b>
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NOTES  
 EMZW checks use average TAS 380 & 23 lb per minute  
 $TAS = 38.975 \times \text{Mach Number} \times \text{Square Root of Absolute Temperature (Where Absolute Temperature } ^\circ K = SAT ^\circ C + 273.15)$