

CFP	FMGS	
TAXI <ul style="list-style-type: none"> • Represents APU usage, engine start and taxi for departure • May be varied at the discretion of the Captain • Normally 500 Kg 	TAXI <ul style="list-style-type: none"> • Default 500 Kg 	INIT B
TRIP <ul style="list-style-type: none"> • Fuel to DEST includes fuel allowance for: <ul style="list-style-type: none"> • Take-off and climb • Departure manoeuvring • Cruise • Descent • Destination manoeuvring • Approach and landing • TRIP is based on planned LW at DEST. Assumes CONT has been used en-route. 	TRIP <ul style="list-style-type: none"> • Calculated on the ground in INIT B using data input into FM (eg. STEP ALTS, Winds, Arrival, CI, ZFW, Block Fuel etc.) • Not implicitly calculated inflight • = EFOB (DEST) – EFOB (WPT) using data input into FM (eg. STEP ALTS, Winds, Arrival, CI etc.) 	INIT B, FUEL PRED & FPLN B
CONT <ul style="list-style-type: none"> • Allows for errors in forecast winds or temps, restrictions on altitude, minor route changes due to ATC or wx and extended taxi times • 5% of TRIP or Reduced CONT (A, B or C – ULR) • Minimum 5% of TRIP from o’head/abeam last SERA to DEST 	RTE RSV <ul style="list-style-type: none"> • Default 5% of FM computed TRIP (PPOS to DEST) 	INIT B & FUEL PRED
MAND <ul style="list-style-type: none"> • On certain sectors an amount of additional fuel must be carried to support the following requirement: <ul style="list-style-type: none"> • Sufficient fuel must be available, at all times during the flight, to allow the flight to be continued to the NSERA and have RES • Loss of pressurization and the failure of one engine must be considered • Depressurization with all engines operating is normally the most fuel critical scenario. 	NOT CALCULATED <ul style="list-style-type: none"> • Must be manually added to FM fuel calculations if MAND required 	-
ALTN <ul style="list-style-type: none"> • Missed approach from minima at DEST • TRIP to ALTN, plus 5% CONT • Approach and Landing • Alternate Fuel is planned using CI 0 	ALTN <ul style="list-style-type: none"> • Aircraft weight being equal to LW at primary DEST • FL 220 if the airway dist < 200 NM, otherwise at FL 310 • CI 0 • Constant wind (as entered in ALTN field of the DES WIND page) • Constant Δ ISA (equal to Δ ISA at primary DEST) • FM Airway distance for a company route or as manually inserted, otherwise direct distance if no route • Not implicitly calculated inflight • = EFOB (DEST) – EFOB (ALTN) 	INIT B & FUEL PRED
RES <ul style="list-style-type: none"> • 30 min @ 1,500’ AAL, holding • Based on the aircraft’s planned LW at the ALTN 	FINAL <ul style="list-style-type: none"> • Racetrack hold, 1,500’ AAL, 30 mins, CONF 1 at max endurance speed 	INIT B & FUEL PRED
FUEL REQ = TAXI + TRIP + CONT + MAND + ALTN + RES		
REC EXTRA <ul style="list-style-type: none"> • Company added fuel – Special Nav Notes on CFP • Fuel additional to FUEL REQ, to cover known or suspected wx avoidance requirements, en-route ATC constraints and DEST holding delays. • Not legally required • ULR not normally planned • CRM ≥ 1,500 Kg • ARM ≥ RES (Minimum of 60 Minutes at DEST) 	EXTRA <ul style="list-style-type: none"> • FM calculated EXTRA is <u>NOT</u> the same as CFP REC EXTRA • = BLOCK – (TAXI + TRIP + RTE RSV + ALTN + FINAL) on the ground • = FOB – (TRIP + RTE RSV + ALTN + FINAL) inflight 	INIT B & FUEL PRED
TOTAL FUEL = FUEL REQ + REC EXTRA		