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Note: No Performance Correction Factors used from published figures

			User Entered From Planning Manual					
Depart			NSFA					
Destination			YSNF					
Route Distance		GNM	1449					
ZFW	TOTAL	lbs	14840					
Fuel Load		Litres	5036	= US Gallons	1330			
		Fuel SG	0.78					
		lbs	8660					
Ramp Weight		lbs	23500					
Fuel Used		Start	0					
		Taxi	0					
		Takeoff	0					
INITIAL SEGMENT								
Distance		To Position	KILAN					
		GNM	292	To start of next Altitude Change				
Flight Fuel	Initial Climb	Start Weight	23500					
		Start Alt	0					
		Finish Alt	28000					
		Temp Variation	+10					
		Wind Component	-50					
		Time	20					
		Fuel Used	820					
		Distance (ANM)	107					
		GNM	90					
	Cruise	Distance	202					
		Wind Component	-50		Cruise MZW Check	TOPC	22598	
		Temp Variation	+10			End Cruise	21549	
		Cruise Mach	0.62			MZW	22073	
		EMZW	22258			Error	-185	
		Fuel Flow	1550					
		TAS	378		Time Interval		57	minutes
		Time in Cruise	37		Elapsed Time		57	minutes
		Fuel in Cruise	954		Fuel Remaining at	KILAN	6709	if VFR used
MID SEGMENT 1								
Distance		To Position	APASI					
		GNM	209	To start of next Altitude Change				
Flight Fuel	Altitude Change	Start Weight	21549					
		Start Alt	28000					
		Finish Alt	28000					
		Temp Variation	+10					
		Wind Component	-50					
		Time	0					
		Fuel Used	0					
		Distance (ANM)	0					
		GNM	0					
	Cruise	Distance	209					
		Wind Component	-50		Cruise MZW Check	End Alt. Change	21549	
		Temp Variation	+10			End Cruise	20482	
		Cruise Mach	0.62			MZW	21015	
		EMZW	21112			Error	-96	
		Fuel Flow	1501					
		TAS	373		Time Interval		39	minutes
		Time in Cruise	39		Elapsed Time		96	minutes
		Fuel in Cruise	970		Fuel Remaining at	APASI	5642	if VFR used
MID SEGMENT 2								
Distance		To Position	DOLSI					
		GNM	513	To start of next Altitude Change				
Flight Fuel	Altitude Change	Start Weight	20482					
		Start Alt	28000					
		Finish Alt	28000					
		Temp Variation	+10					
		Wind Component	-50					
		Time	0					

		Fuel Used	0					
		Distance (ANM)	0					
		GNM	0					
	Cruise	Distance	513					
		Wind Component	-50		Cruise MZW Check	End Alt. Change	20482	
		Temp Variation	+10			End Cruise	17952	
		Cruise Mach	0.59			MZW	19217	
		EMZW	19409			Error	-192	
		Fuel Flow	1390					
		TAS	360		Time Interval		99	minutes
		Time in Cruise	99		Elapsed Time		195	minutes
		Fuel in Cruise	2300		Fuel Remaining at	DOLSI	3112	if VFR used
MID SEGMENT 3								
Distance		To Position	LPSD					
		GNM	32	To start of next Altitude Change				
Flight Fuel	Altitude Change	Start Weight	17952					
		Start Alt	28000					
		Finish Alt	28000					
		Temp Variation	+10					
		Wind Component	-50					
		Time	0					
		Fuel Used	0					
		Distance (ANM)	0					
		GNM	0					
	Cruise	Distance	32					
		Wind Component	-50		Cruise MZW Check	End Alt. Change	17952	
		Temp Variation	+10			End Cruise	17798	
		Cruise Mach	0.58			MZW	17875	
		EMZW	17885			Error	-10	
		Fuel Flow	1326					
		TAS	354		Time Interval		6	minutes
		Time in Cruise	6		Elapsed Time		201	minutes
		Fuel in Cruise	140		Fuel Remaining at	LPSD	2958	if VFR used
FINAL SEGMENT								
Distance		To Position	YSNF					
		GNM	403					
Flight Fuel	Altitude Change	Start Weight	17798					
		Start Alt	28000					
		Finish Alt	28000					
		Temp Variation	+10					
		Wind Component	-50					
		Time	0					
		Fuel Used	0					
		Distance (ANM)	0					
		GNM	0					
	Cruise	Distance	354					
		Wind Component	-50		Cruise MZW Check	End Alt. Change	17798	
		Temp Variation	+10			End Cruise	16149	
		Cruise Type	0.57			MZW	16974	
		EMZW	17058			Error	-84	
		Fuel Flow	1259					
		TAS	347					
		Time in Cruise	71					
		Fuel in Cruise	1500					
	Descent to Destination	Start Alt	28000					
		Finish Alt	0					
		Wind Component	-50					
		Time	11					
		Fuel Used	114		Time Interval		82	minutes
		Distance (ANM)	58		Elapsed Time		284	minutes
		GNM	49		Fuel Remaining at	YSNF	1183	if VFR used
Fuel Used		Approach	0					
		Landing	0					

ARRIVAL FUEL	1183

NOTES EMZW checks use average TAS 380 & 23 lb per minute
TAS = 38.975 X Mach Number X Square Root of Absolute Temperature (Where Absolute Temperature °K = SAT °C + 273.15)

DIVERSIONS FROM LPSD

FINAL SEGMENT			
Distance		To Position	YSNF
		GNM	403
Flight Fuel	Altitude Change	Start Weight	17798
		Start Alt	28000
		Finish Alt	10000
		Temp Variation	+10
		Wind Component	-30
		Time	7
		Fuel Used	72
		Distance (ANM)	44
		GNM	41
	Cruise	Distance	350
		Wind Component	-20
		Temp Variation	+10
		Cruise Type	0.43
		EMZW	17056
		Fuel Flow	1407
		TAS	280
		Time in Cruise	81
		Fuel in Cruise	1896
	Descent to Destination	Start Alt	10000
		Finish Alt	0
		Wind Component	-20
		Time	4
		Fuel Used	42
		Distance (ANM)	14
		GNM	13
Fuel Used		Approach	0
		Landing	0
	ARRIVAL FUEL		747

Cruise MZW Check	End Alt. Change	17719	
	End Cruise	15634	
	MZW	16676	
	Error	-379	
Time Interval		92	minutes
Elapsed Time		293	minutes
Fuel Remaining at	YSNF	747	if VFR used

FINAL SEGMENT			
Distance		To Position	NFFN
		GNM	495
Flight Fuel	Altitude Change	Start Weight	17798
		Start Alt	28000
		Finish Alt	10000
		Temp Variation	+10
		Wind Component	30
		Time	7
		Fuel Used	72
		Distance (ANM)	44
		GNM	47.5
	Cruise	Distance	432
		Wind Component	20
		Temp Variation	+10
		Cruise Type	0.43
		EMZW	16981
		Fuel Flow	1407
		TAS	280
		Time in Cruise	87
		Fuel in Cruise	2030
	Descent to Destination	Start Alt	10000
		Finish Alt	0
		Wind Component	20
		Time	4
		Fuel Used	42
		Distance (ANM)	14
		GNM	15
Fuel Used		Approach	0
		Landing	0
	ARRIVAL FUEL		601

Cruise MZW Check	End Alt. Change	17719	
	End Cruise	15487	
	MZW	16603	
	Error	-378	
Time Interval		98	minutes
Elapsed Time		299	minutes
Fuel Remaining at	NFFN	601	if VFR used