



MyFuelPlanner

User Guide

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1) SET UP

- a) **Get Started - Log In**
 - i) **Select Username**
 - ii) **ENTER Password**

- b) **Go to Settings**
 - i) **Low Fuel Burn and High Fuel Burn**
 - (1) **Select your Aircraft Type and ENTER Save**
 - (2) **Select Custom Aircraft Type**
 - (a) **ENTER Aircraft Type Designation**
 - (b) **ENTER manufacturer**
 - (c) **ENTER Low Burn Rate**
 - (d) **ENTER High Burn Rate**

 - ii) **Select Measurement System**
 - (1) **Select Imperial (US) for Pounds Per Hour (PPH), or Gallons Per Hour (GPH) based on Aircraft Type**
 - (2) **Select Metric for Liters Per Hour (LPH)**

2) HOLD PLAN – “How long can I hold for?”

- a) **Fuel On Board (FOB)**
 - i) **ENTER FOB**
 - (1) Use Current FOB for Present Position Hold
 - (2) Use FOB at Specific Fix for a hold at an assigned fix

- b) **Fuel Over Destination (FOD)**
 - i) **ENTER FOD** for fuel burn from present position to destination

- c) **Fuel Burn (Burn)**
 - i) MyFuelPlanner calculates your fuel Burn to the destination

- d) **Alternate (ALT)**
 - ii) **ENTER** the ALT from your flight Release; or
 - iii) **ENTER** fuel Burn to an ALT selected in flight by the flight crew and consider adding fuel for a Missed Approach Procedure (MAP)

- e) **Reserve (RES)**
 - i) **ENTER** the RES from your Dispatch Release; or



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- ii) **ENTER** 45 minutes of fuel at normal cruise power setting if not required to dispatch with a Dispatch Release
- f) **Additional Fuel**
 - i) **ENTER** a discretionary amount based on personal assessment of flight conditions and crew minimums for risk tolerance and/or a MAP at destination if there is no ALT included on your release
- g) **Total Fuel Required**
 - i) MyFuelPlanner calculates TOTAL FUEL REQUIRED by summing the Burn, ALT, RES, and Additional Fuel
 - ii) Sometimes referred to as "BINGO" Fuel, the minimum fuel required to fly to the destination and then to the most distant alternate with required RES
 - iii) Excess fuel above BINGO Fuel is available to hold
- h) **Fuel Available To Hold**
 - i) MyFuelPlanner calculates FUEL AVAILABLE TO HOLD by subtracting TOTAL FUEL REQUIRED from FOB
- i) **Maximum Hold Time**
 - i) MyFuelPlanner calculates your MAXIMUM HOLD TIME in minutes using three options
 - (1) Low Burn – based Aircraft Type selected in Settings
 - (2) High Burn – based Aircraft Type selected in Settings
 - (3) Current Fuel Burn – You can ENTER a Current Fuel Burn in Pounds per Hour (PPH)
 - ii) **Note:** *Do not enter Expect Further Clearance (EFC) time on Flight Management System/Flight Management Computer FMS/FMC HOLD PAGE until you have determined available hold time using MyFuelPlanner.*
 - iii) *The recommended practice is to determine available hold time using MyFuelPlanner, then enter EFC time on the FMS/FMC HOLD PAGE based on available hold time as a cross-check to insure you have at least RES Fuel at the expiration of EFC Time.*

3) DIVERSION PLAN

- a) **Ground Speed**
 - i) **ENTER** your current ground speed to the diversion destination
- b) **Distance**
 - i) **ENTER** your distance to the diversion destination
- c) **Leg Time to Destination**
 - i) MyFuelPlanner will calculate Time to destination



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d) Fuel Burn to Destination

- i) MyFuelPlanner calculates your Fuel Burn to Destination using your Current Fuel Burn based on your Current Ground Speed
- ii) **ENTER** your Current Fuel Burn

e) Reserve

- i) **ENTER** the RES from your Dispatch Release; or
- ii) **ENTER** 45 minutes of fuel at normal cruise power setting if not required to dispatch with a Flight release

f) Additional Fuel

- i) **ENTER** a discretionary amount based on personal assessment of exigent conditions and crew minimums for risk tolerance and/or a MAP at Diversion Destination

g) Fuel Required

- i) MyFuelPlanner will calculate Fuel Required based on Fuel Burn plus Reserve plus Additional Fuel

h) Fuel On Board

- i) **ENTER** current FOB

i) Fuel Available After Diversion

- i) MyFuelPlanner will calculate Fuel Available After Diversion by subtracting Fuel Required from Fuel On Board

j) Time Available After Divert

- i) MyFuelPlanner calculates your Fuel Burn to Destination using your Current Fuel Burn options
- ii) **ENTER Current Fuel Burn** – You can adjust your Current Fuel Burn to match your Ground Speed

4) REGULATIONS

- a) **14 CFR § 121.639 Fuel Supply: All Domestic Operations** – No Person may dispatch or take off an airplane unless it has enough fuel -
 - i) To fly to the airport to which it is dispatched;
 - ii) Thereafter, to fly to and land at the most distant alternate airport (where required) for the airport to which dispatched; and
 - iii) Thereafter, to fly for 45 minutes at normal cruising fuel consumption



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5) DEFINITIONS

a) Burn

- i) Generally, fuel Burn is the sum of climb, cruise, and descent plus one instrument approach at the destination
- ii) Check your Company Flight Operations Manual (FOM), Pilot Operating Handbook (POH), and Operations Specifications (Op Specs) for standard operating procedures for your aircraft type on Climb, Cruise, and Descent

b) Alternate (ALT)

- i) Generally, Fuel to the ALT is calculated via direct, using Long Range Cruise table
- ii) Confirm ALT Fuel requirements in your Company Flight Operations Manual (FOM), Pilot Operating Handbook (POH), and Operations Specifications (Op Specs)

c) Reserve (RES)

- i) The minimum RES is 45 minutes burn at FL250 and long-range cruise speed.
- ii) Confirm RES Fuel requirements in your Company Flight Operations Manual (FOM), Pilot Operating Handbook (POH), and Operations Specifications (Op Specs)

d) Contingency Fuel (CONT)

- i) Generally, CONT fuel is the amount of fuel specified for anticipated traffic delays, any extra holding fuel, a possible missed approach, and any other conditions that may delay the landing of the aircraft including additional enroute fuel consumption caused by wind, routing changes, or ATC restrictions
- ii) Confirm CONT Fuel requirements in your Company Flight Operations Manual (FOM), Pilot Operating Handbook (POH), and Operations Specifications (Op Specs)

e) Take Off Fuel (T/O Fuel)

- i) Generally, T/O Fuel is the minimum fuel for which a flight can take the runway for departure (brake release fuel)
- ii) Generally, T/O Fuel on the flight release includes Burn, Reserve, Alternate, Contingency.
- iii) Confirm T/O Fuel required in your Company Flight Operations Manual (FOM), Pilot Operating Handbook (POH), and Operations Specifications (Op Specs)

f) Taxi Fuel

- i) Generally, TAXI Fuel is the number of minutes allocated for each city based on hard data and adjusted periodically
- ii) Confirm TAXI Fuel required in your Company Flight Operations Manual (FOM), Pilot Operating Handbook (POH), and Operations Specifications (Op Specs)

g) Tanker Fuel

- i) Generally, Tanker Fuel is the amount of fuel above the minimum that is not required but carried due to cost savings/economics



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- ii) Tanker fuel generally covers non-routine ground delays, such as taxi delays, APU burn at the gate, and deicing calculated at cruise fuel flow
- iii) Confirm Tanker Fuel requirements in your Company Flight Operations Manual (FOM), Pilot Operating Handbook (POH), and Operations Specifications (Op Specs)

h) Ramp Fuel

- i) Generally, Ramp fuel is the minimum amount of fuel required to safely complete the flight from Gate to Gate under the known circumstance (weather, deicing, delays, etc.)
- ii) CONFIRM Minimum Ramp Fuel requirements in your Company Flight Operations Manual (FOM), Pilot Operating Handbook (POH), and Operations Specifications (Op Specs)

i) Delays on the Ground

- i) Generally, Tanker Fuel plus Taxi Fuel from your Flight Release is available for Delays on the Ground and assures you have at least T/O Fuel when turning onto the runway
- ii) Consider shutting both engines down when ground delays are anticipated of 15 minutes or greater to minimize fuel consumption
- iii) Check your Company Flight Operations Manual (FOM), Pilot Operating Handbook (POH), and Operations Specifications (Op Specs) for standard operating procedures for Delays on the Ground

j) Delays in the Air

- i) Generally, CONT plus Tanker from your Flight release is available for potential Delays in the Air including holds and diversions
- ii) Determine how many minutes are available for potential Delays in the Air by dividing planned fuel available for delays by your planned Burn Rate times 60 minutes. (For example, if using 3000 PPH for planned burn and you have 4,000 lbs of extra fuel (Contingency plus Tanker) you would take $[4000/3000] * 60 = 80$ minutes)
- iii) **Note:** It's good Fuel Situational Awareness to know fuel available for potential Delays in the Air prior to pushback
- iv) Check your Company Flight Operations Manual (FOM), Pilot Operating Handbook (POH), and Operations Specifications (Op Specs) for standard operating procedures for your aircraft type on how to determine fuel available for Delays in the Air

k) Diversions

i) Suitable Diversion Airport

- (1) Generally, your Dispatcher can provide the Captain with diversion airport preferences prior to a diversion commitment
- (2) These preferences are based on current conditions, the specific situation, available facilities, and experience
- (3) Diversion airports requiring immediate landing should be chosen, if the nature of the situation permits, in the following order:
 - (a) Your Company on-line
 - (b) Commercial
 - (c) Military



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- (d) Private
 - (4) Situations restricting the diversion selection
 - (a) Some procedures require landing at the nearest suitable airport
 - (b) And engine failure on a two-engine aircraft requires landing at the nearest suitable airport in relation to time
 - (5) Check your Company Flight Operations Manual (FOM), Pilot Operating Handbook (POH), and Operations Specifications (Op Specs) for standard operating procedures on choosing a Suitable Diversion Airport
- l) Minimum Fuel**
- i) If any undue delay cannot be accepted due to the fuel status, having committed to land at a specific airport, Pilot In Command calculates that any change to the existing clearance to that airport may result in landing with less than 45 minutes of fuel
 - ii) Advise ATC
 - iii) Advise Dispatcher
- m) Emergency Fuel**
- i) If projected fuel consumption will result in landing with less than 30 minutes of fuel remaining, declare an emergency
 - (1) Notify ATC (MAYDAY, MAYDAY, MAYDAY) and advise emergency fuel with an estimate of fuel remaining in minutes and Souls on board
 - (2) Notify Dispatcher and provide an estimate of fuel remaining in minutes
- n) Maximum Range Cruise**
- i) Use your aircraft's Maximum Range Cruise power setting when fuel needs to be conserved
 - ii) A Cost Index of zero (0) entered into your FMA/FMC or Aircraft Communications Addressing and Reporting System (ACARS) will give you Maximum Range Cruise power and airspeed for Aircraft using Cost Index