

## PFPX vs. Real World Flight Planning System

### U.S Airways Flight 789 Philadelphia – London

Comparison test conducted Wednesday July 15<sup>th</sup> 2015

PFPX US Flag (Jet) Fuel Rules and Ops Specs B044 Redispach planning applied.

	PFPX	Real World FPS	Difference
Aircraft Type	757-200	757-200	
Average Wind Component	50 Knot Tailwind	56 Knot Tailwind	
Planned Payload	39,000	39,000	0
Gate Release Fuel	68.939	68.479	460 lbs.
Total Flying Time	6:17	6:14	3 minutes
Total Fuel Burn	53.156	53.041	115 lbs.
Planned Arrival Fuel EGLL	14.800	15.438	638 lbs.
Burn to EGKK Alternate	4.376	4.298	78 lbs.
Time to EGKK Alternate	30 minutes	28 minutes	2 minutes
Redispach Fix	EVRIN	EVRIN	
Redispach Destination	EIDW	EIDW	
Redispach Alternate	EINN	EINN	
Burn from EVRIN to EIDW	1.206	2.171	965 lbs.
Time from EVRIN to EIDW	24 minutes	30 minutes	6 minutes
Planned Arrival Fuel EIDW	15.800	15.940	140 lbs.
Redispach Fuel Required EVRIN	17.000	18.111	1.111 lbs.
ETOPS Rule	180 MINUTE	180 MINUTE	
En Route Alternates	CYJT/EINN	CYJT/EINN	
Flying Time To ETP	3:37	3:35	2 minutes
Engine Out Time From ETP	2:13	2:10	3 minutes
Planned Fuel Over ETP	33.552	34.079	527 lbs.
Critical Fuel Burnoff	27.238	27.595	357 lbs.

**Summary:** Flying time within 3 minutes and total fuel burn within 115 lbs. of real world flight planning system. Variances noted in comparison may be attributed to aircraft BIAS differences and slight variance in planned winds aloft.

**Planned Route:** KPHL DITCH V312 DRIFT J121 SHLEP DCT ACK DCT BRADD N205A ELSIR DCT 50N050W 52N040W 53N030W 52N020W DCT LIMRI DCT XETBO DCT EVRIN UL607 ABDUK DCT NUMPO UP2 OKESI Y3 BEDEK EGLL