

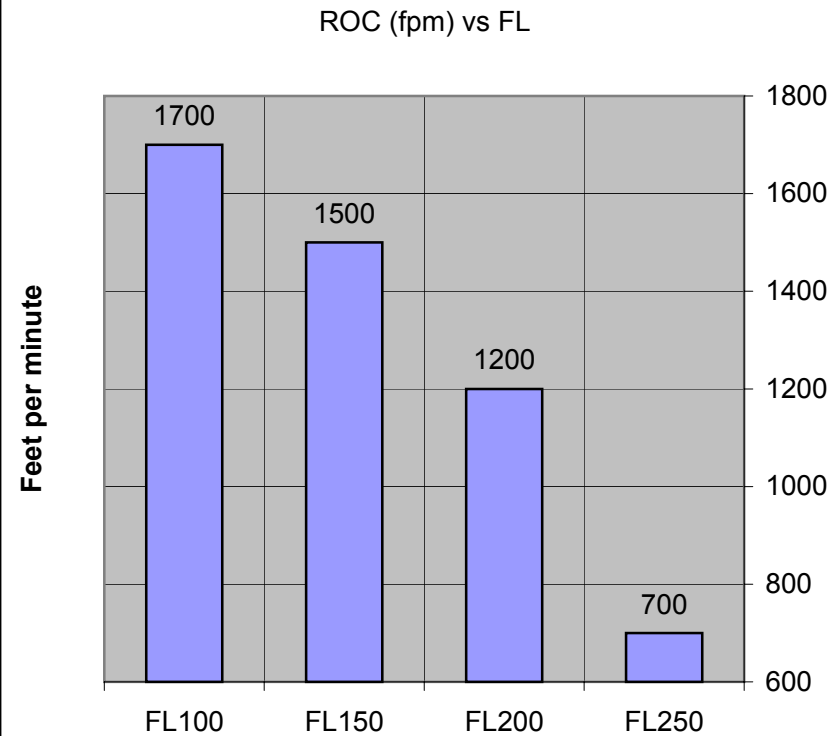
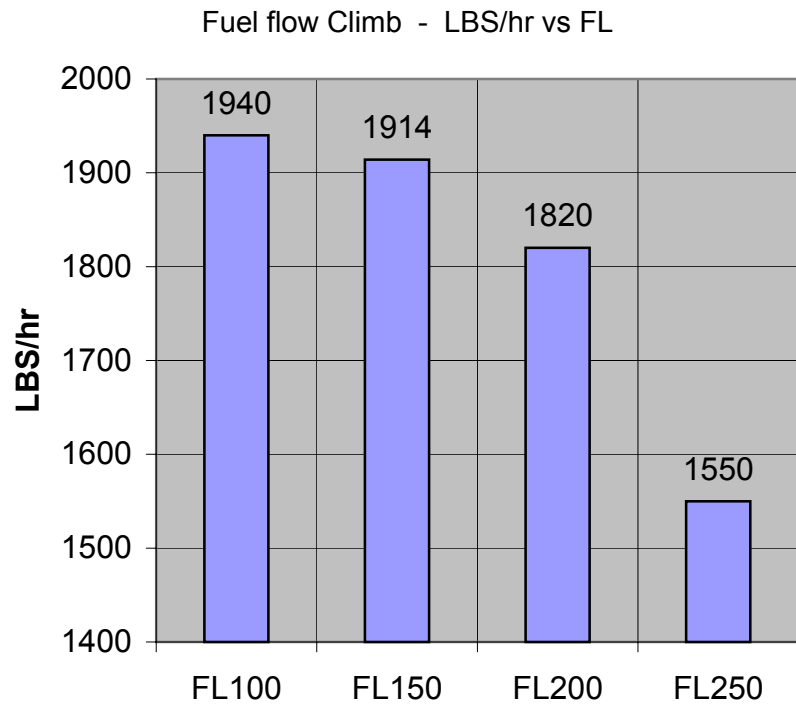
Fuel Planning Guide PSS DHC-8

Only to be used for simulation with PSS Dash-8 and MS Flight Simulator 2002

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Climb Data - all engines

High Speed Climb - Max Climb Torque / 1050 RPM / A/P IAS mode 180 KIAS / **TQ is limiting**



Climb Data Continued

FL	TRQ %	FF	RoC fpm	Time min	KIAS
250	70	1550	700	20	180
200	82	1820	1200	14	180
150	90	1914	1500	10	180
100	90	1940	1700	6	180

CRUISE DATA - all engines

1050 RPM - Max Cruise TQ

FL	TQ	FF LBS	GS kts	
FL100	80	1722	261	
FL170	90	1948	281	
FL220	80	1746	281	optimal flightlevel
FL250	72	1542	275	

Distance vs. Fuel/Time

Dist NM:	200	250	300	350	400	450	500	550	600	650	700
FL250	1394	1676	1958	2239	2521	2803	3085	3367	3648	3930	4212
minutes	49	60	71	82	93	104	115	126	137	148	159
FL220	1432	1742	2053	2364	2675	2985	3296	3607	3917	4228	4539
minutes	48	58	69	80	91	101	112	123	133	144	155
FL170	1503	1850	2196	2543	2890	3236	3583	3929	4276	4623	4969
minutes	47	57	68	79	89	100	111	121	132	143	153

Use FMC distance from DEP to DEST to calculate Trip Fuel/Alternate Fuel from the table.

Required ramp fuel load: Taxi 125 lbs + Trip Fuel + Route Reserve 5% + Holding 45 min @150 KIAS FL100 FF1000 LBS/H = 750 lbs + Alternate Fuel.

Example: Trip is 250 nm planned at FL170, Alternate is 200 nm from Dest. Req Ramp Fuel = 125+1850+93+750+1503 = min ramp fuel = 4321 LBS

Alternate fuel can be calculated from the table or as appropriate.

*If you are lazy, just use **2000 LBS + Trip Fuel + Route Reserve** - this will cater for 45 min holding and take you to an alternate within 140 nm at FL170.*

Misc. Data

Full Fuel load = 5680 lbs

Taxi Fuel (15 min) = 125 LBS (av FF=500 lbs/h)

Cabin Diff Pressure at FL250 5.4 psi - Cabin Altitude at FL250 8000 feet

Climb to FL 250 takes 20 minutes and burns 633 lbs with Max Continuous Climb - **ECU set to MCL** - and IAS 180 knots.

All data obtained with original issued PSS airfile and are not necessary same as in real life AOM.

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