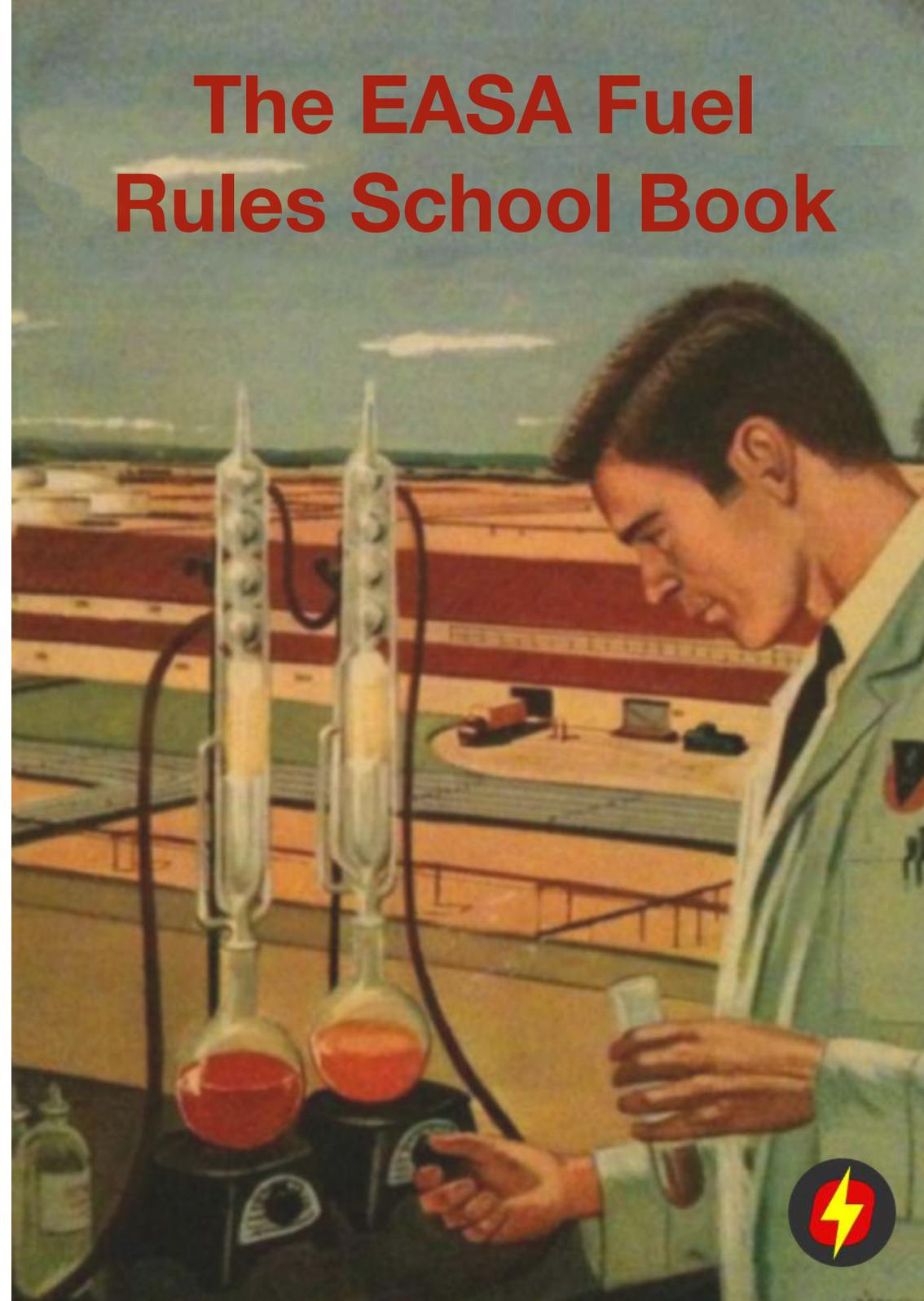


The EASA Fuel Rules School Book

OPSGROUP

An Opsgroup Textbook

By The Opsgroup Team





The battle against something confusing

New Fuel Rules

Once there was just one fuel scheme,

But then it changed to three,

And rules were published in a book

For everyone to see.

But the book was full of confusing

Rules and regs to read.

“We’ll write it better” Opsgroup thought

“So you know what you need!”

So here it is, our version

(Without a hint of blue)

So you can see more simply

Which fuel scheme is for you!



Refuelling the rocket

The Two Things to Know

Thing One.

You are going to have to work out which Fuel Scheme is for you
by October 30 2022.

Which scheme is for you depends on what 'stuff' you have in
place for monitoring/measuring/recording/ reviewing fuel use in
your operation.

Thing Two.

You are still going to have to read the Annex because there are
big changes to important stuff, like planning minima.
If we tried to summarise it all in here, we would just end up with
the whole Annex all over again.

(Plus this isn't an official document.)

The Three Little Piggies Policies Main Differences



Operators versus EASA policies

The Basic Fuel Scheme

Contingency is the higher of 5% trip fuel or 5 minutes at holding speed at 1500' above destination.

The Basic + Variations Fuel Scheme

Contingency is the higher of either 3% trip fuel, or 20 minutes flying at planned trip consumption, or based on STATCON

OR

5 minutes at holding speed at 1500' above destination.

And you can use statistical Taxi Fuel.

Individual Fuel Scheme

Individual to you and your operation.

A (very) mini summary of what you need to go for the individual scheme

Have you got...

Statistical fuel and operational data going back at least 2 years?
A load of safety performance indicators agreed with your authority
for monitoring how safe your fuel policy is?

Risk assessments in place?

A lot of internal processes for things like crew training, procedures
and monitoring?

Airborne fuel monitoring systems?

Consumption monitoring processes?

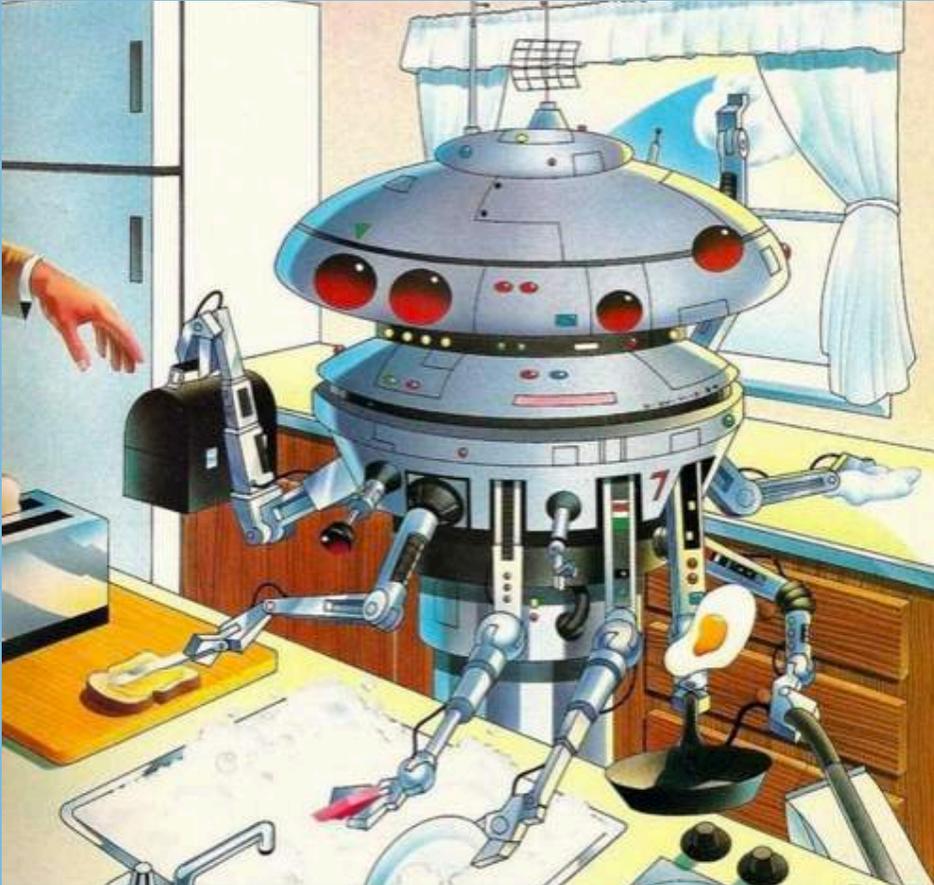
Ways of monitoring the monitoring to make sure it's all reviewed,
verified and transparent?

Data on how often and how much contingency fuel is used?

Defined minimum fuel and fuel emergency procedures?

This list isn't exhaustive but might give you an idea of

whether the individual scheme is for you.



The original EASA Fuel Rules author

A (very) mini summary of what you need to go for the basic + variations scheme

Have you got...

A suitable computerised flight-planning system?

Approval for limited-visibility operations?

An established operational control system including flight monitoring?

Some level of fuel monitoring and recording and statistical data?

This list isn't exhaustive but might give you an idea of whether the basic + variations scheme is for you.



Modern flying machines, retro regulations

Basic fuel/energy planning

Taxi Fuel

This should be based on local conditions for the basic scheme, and you can use statistical for the other two.

Fuel Consumption

This should be use a 'hull specific fuel bias' - data on each actual aeroplane's actual burn compared to predicted burn.

Reasonably Expected Routes

If there is point merge or trombone patterns, you should plan what can be 'reasonably expected' when working out extra fuel.

Unforeseen Factors

This goes into your contingency fuel.



A Reasonably Expected Route

Some stuff on alternates

Destination Alternates - Basic

An IFR flight needs a destination alternate.

It needs two if you don't have met info, or if the weather doesn't meet the planning minima.

You can go without any destination alternate if the destination is isolated, or if both the following apply:

- The flight is less than 6 hours (or remaining flight time is 4 hours for inflight replanning)

AND

- There are 2 separate useable runways at designation, with the weather forecast showing the ceiling at 2000', or circling height 500' and ground vis at least 5km



An alternate Aerodome

Selecting your aerodrome

Safe Landing Options

The fuel planning and in-flight fuel planning must make sure the aircraft can reach at least one aerodrome where landing is possible even in abnormal conditions.

So you might need to add some to cover engine failure or depressurisation scenarios.

When planning the flight, two safe-landing options should be available but this could be satisfied by two independent runways at destination provided a single event (ie accident, or deteriorating weather) doesn't eliminate both options!



Selecting the right aerodrome

Basic Planning Minima for Destination Alternate, Fuel ERA aerodrome or Isolated Destination

Type of Operation / Ceiling / RVR or VIS

Type B instrument approach / DA(H) + 200' / RVR(VIS) + 800m
Type A instrument approach / DA(H) or MDA(H) + 400' / RVR(VIS)
+ 1500m
Circling approach / MDA(H) + 400' / VIS + 1500m



After the diversion

Basic + Variations Planning Minima for Destination Alternate, Fuel ERA aerodrome - Flight less than 6 hours

Type of Operation / Ceiling / RVR or VIS

Type B instrument approach / DA(H) + 200' / RVR(VIS) + 550m

3D Type A instrument approach / DA(H) or MDA(H) + 200' /
RVR(VIS) + 800m

2 or more useable Type A approaches with their own NavAid /

DA(H) or MDA(H) + 200' / RVR/VIS + 1000m

Other Type A approach / DA(H) or MDA(H) + 400' / RVR(VIS) +
1500m

Circling approach / MDA(H) + 400' / VIS + 1500m



Ops control calling for help when they read the
new policies

Basic + Variations Planning Minima for Destination Alternate, Fuel ERA aerodrome, Isolated aerodrome - Flight more than 6 hours



A flight that took more than 6 hours

Type of Operation / Ceiling / RVR or VIS

2 or more Type B instrument approaches to 2 separate runways /

DA(H) + 100' / RVR + 300m

Only 1 Type B / DA(H) + 150' / RVR + 450m

3D Type A instrument approach with minima 200' or less / DA(H)

or MDA(H) + 200' / RVR(VIS) + 800m

2 or more useable Type A approaches with their own NavAid /

DA(H) or MDA(H) + 200' / RVR/VIS + 1000m

Other Type A approach / DA(H) or MDA(H) + 400' / RVR(VIS) +

1500m

Circling approach / MDA(H) + 400' / VIS + 1500m

The End?

Sadly no.

This is just a helpful handy guide. Alas, you'll still need to go read the full document.

Mostly because there is loads more info in it than we could fit into here. But also because we totally make mistakes sometimes, and this is just trying to highlight the bits we think need highlighting.

In fact...

If you do spot anything/ know anything/ reckon you can help then drop us an email at team@ops.group



Hope it helps.