

# Top of Climb Fuel Check

On short legs where we do not have a long cruise segment stopping at checking the fuel on board against the “How Goes” it page, fuel balance and landing fuel on the progress strip on the MFD is good enough. On longer flights however taking the TOC fuel check couple of steps further may prevent surprises an hour later when the fuel needs to be checked again (per SOPM).

should be equal to planned. Cruise winds will also have an impact on landing fuel. Checking your actual ground speed against planned will confirm the forecasted winds aloft. In this example the GS is 437 knots (22 knot headwind)

Once the environmental conditions are checked the cruise speed flown can be adjusted to meet operational considerations.

*Note: Aircraft calculated landing fuel shown on the progress strip (4700 lbs in figure below) maybe inaccurate. Aircraft calculated landing fuel is only accurate when the planned environmental data entered in the MDCU is equal to actual.*



To better predict performance we need to decide what speed to fly. The speed flown will have a direct impact on fuel consumption. Obviously there are other considerations (other than fuel consumption) that need to be considered before we determine the appropriate cruise speed flown. Considerations such as on-time-arrival, Block integrity, etc. although important are beyond the scope of this analysis. To get Release fuel performance we need to fly the filed true airspeed. In this example the filed TAS is 459 Knots. Once the TAS is attained check the fuel flow against the planned fuel flow in the Release. The fuel flow in this example is 3566 lbs/hr. If the ISA is equal to planned the actual fuel flow

KSMF	N38	41.7	W121	35.4	00.14	1275
67	350	63/010***	CLIMB		--.--	1275
302		28	M005	****	00.46	7065
FTHLL	N38	03.6	W120	25.4	00.01	170
12	350	177/015***	CLIMB		--.--	1445
290		31	M009	****	00.45	6895
TOC	N37	56.7	W120	13.0	00.07	677
47	350	201/032-47	CLIMB		--.--	2122
243		32	M021	****	00.38	6218
FRA	N37	06.3	W119	35.7	00.02	91
11	350	207/038-47	459/437		--.--	2213
231		31	M022	3566	00.36	6127
REBRG	N35	58.9	W119	36.9	00.09	574
67	350	217/050-48	459/417		--.--	2787
164		35	M042	3558	00.27	5553
STADD	N35	40.0	W119	44.0	00.03	172
20	350	222/058-48	459/406		--.--	2959
144		33	M053	3557	00.24	5381
DOUIT	N35	17.3	W119	49.5	00.04	204
23	350	223/062-48	459/405		--.--	3162
121		33	M054	3556	00.20	5178