

**-FUEL PLANNING AND PERFORMANCE MANAGEMENT**

**-PBCS**

**-GRF**

## FPPM INITIATIVES

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- **Route selection:-** Aggressive collaboration efforts with states & IATA to create direct routings within their airspaces. E.g., HTDC, VABF,FTTT,GOOO Airspace
- **MEL/CDL items:** Smart planning of tails with performance related defects.
- **Aircraft type operating and performance characteristics:** Fuel flow and Drag factors considerations when selecting tails especially for long haul flights.
- **Optimum Flight Levels:-** Investing in advanced flight planning software's that optimize levels, winds aloft models, CI variance, accounts for overflight charges.
- **Re-clear/Re-dispatch** – Apply to all ULR and all longhaul flights on all fleets.
- **EDTO-** Apply EDTO rules across the fleets as much as possible. APU on Demand.
- **Fuel Saving Initiatives** – Fuel tracking & analysis software tools for SET, IRT, CDFA, Flap settings etc
- **Alternate selection** – Commercial vs Technical alternates

## FPPM CHALLENGES

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- **Fuel shortages at airports-** Inconsistent fuel supply in some airports make payload optimization unpredictable due to last minute communication. This leads to fuel tankering at the expense of payload uplift.
- **Weather Forecast** -Constant weather changes in the African region with some stations not providing accurate prevailing & forecast conditions make fuel planning a challenge. This leads to extra fuel uplift for the unforeseen weather conditions resulting in extra costs incurred.
- **ATM systems-**The ATM systems in some parts in the region are not fully developed, this makes optimization of flight levels challenging. There is still use of conventional ATS routes as opposed to modern systems that provide direct point to point routes translating to less fuel consumption.

## FPPM CHALLENGES

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- **Congestions and poor airport layouts** -Airport congestions and back tracking operations lead to longer taxi time and prolonged APU power
- **Unavailability of some of the airports** during night operations affect fuel planning as there are fewer airports available as alternates. This could change the contingency fuel plan from 3% to 5% translating to more cost.
- **Revenue repatriation challenges**-Some nations in the region have come up with policies that restrict revenue generated by the airlines to be taken from their countries, forcing uplift of fuel which is expensive in exchange to the generated revenue
- **Political conflicts**- Unstability in some nations result in airspace closures, thus longer route planning to avoid closed/unsafe airspaces resulting in more fuel uplift and block times which affects schedule integrity.

## PBCS

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- Currently only B787 have required hardware and operational approval.
- Future of PBCS in KQ
  - B737 \*
  - E190\*
- Area of operation
  - North Atlantic Airspace(NAT HLA)
  - Europe\*
  - Asia\*
- Initial Approval Process review - 5 phase approach
- SAPR'S Conformance & IOSA forecast
- Operational value & Benefits

## PBCS CHALLENGES

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- Flight crew recurrent training
- Post Implementation Monitoring
- Cost of fleet modifications
- Limited infrastructure Investments in some airspaces
- Quantified Safety data - ROI
- Limited world coverge
  - Africa
  - Indian Ocean

# AIRCRAFT PERFORMANCE

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- GRF awareness and sensitization of differences E.G TALPA ARC
- Initial Training - Class & CBT based
- Planned recurrent training – simulator based but with challenges
- Documentation Ammendments
- EFB data review – Challenges with existing data