OPERATING WT	ACFT NUMBER		MISSION NUMBER
150.0	650246		POXR8V2
CARGO/PAX WT	HIGHEST ACC FL	LO TEMP DEV	CFPI NO.
33.0	377	+10	
RAMP FUEL	TAKEOFF WEIGHT	ENROUTE TEMP DEV	WINDS VALID
99.0	280.0	+10	
RAMP WT	PAGE		
282.0	20		

	TIME	FUEL
1. EN ROUTE TO OIP/BDP	5+31	--
2. EN ROUTE RESERVE	1+34	--
3. EN ROUTE TO OIP/BDP PLUS RESERVE	6+05	77.0
4. ALTERNATE/MISSED APPROACH AIR DIST 193	+31	7.5
5. HOLDING AT RHEIN MAIN	+45	7.7
6. DESCENT, APPROACH/LANDING	+35	4.5
7A. IDENTIFIED EXTRA	--	--
7B. STORED FUEL		--
8. TOTAL (3+4+5+6+7A+7B) TAKEOFF/FLAPS UP	7+56	96.7
9. TAXI AND ACCELERATION		2.0
10. REQUIRED RAMP		98.7
11. ACTUAL RAMP		99.0
12. UNIDENTIFIED EXTRA		0.3
13. REQUIRED OVER DEST/BDP (4+5+6)		19.7

	LOWEST ACC CONSTANT FL	ENDURANCE (11-9)	BURN OFF (3+6+7A)
	370	8+29	81.5
TOTAL WIND FACTOR	1ST HALF	2ND HALF	LANDING FUEL
	-1	+6	

TOTAL DISTANCE (2403) = T(164) MIN
$(WF_2 - WF_1) + 2(TAS)(875)$ 60

5+31 - 2+44 = 2+47
TOTAL TIME - T = TIME TO ETP

EN ROUTE	Total time to begin descent point.
EN ROUTE RESERVE	10% of flight time fuel over a Category I route/route segment, not to exceed 1+00 fuel at normal cruise.
EN ROUTE PLUS RESERVE	Compute fuel using total time to begin descent point plus reserve time (if applicable).
MISSED APPROACH	4000 lbs. Required if destination is below ceiling minimums but at or above visibility minimums.
ALTERNATE	Fuel for flight time from overhead destination to alternate, or to most distant alternate when two are required, at the speed and altitude from the alternate fuel chart. Determine overhead destination gross weight (takeoff gross weight - (en route + reserve fuel) - identified extra fuel). NOTE: If missed approach fuel has been added, subtract it also before entering the alternate fuel chart.
HOLDING	0+45 fuel computed from holding chart. When an alternate is not available or is located in Alaska or at latitudes greater than 59 degrees, use 1+15. Determine alternate gross weight (takeoff gross weight - (en route plus reserve fuel) - identified extra fuel - fuel to alternate.) NOTE: If missed approach fuel has been added, subtract it before entering the holding chart.
APPROACH AND LANDING	4500 lbs
KNOWN HOLDING DELAYS	300 lbs per minute.
PERFORMANCE	For known performance adjustments.
OFF COURSE MANEUVERING (LBS/MIN)	For terrain clearance, thunderstorm avoidance, ATC requirements (200 lbs/min at cruise altitudes and 300 lbs/min in all other situations).
ICING	1100 lbs/hr
INSUFFICIENT, UNRELIABLE NAVAIDS	2500 lbs
STORED FUEL	Add fuel when fuel is unavailable at en route stops, low level portion of tactical mission when combined with AR, compressed ground times during single-day, multi-sortie missions preclude refueling, or if en route refueling would delay or be detrimental to mission accomplishment. Fuel tankering merely for convenience is not authorized.
EROs	100 lbs/min.
DECOMPRESSION FUEL	Normally air evac missions only.
TOTAL TAKEOFF/ FLAPS UP	This is flight plan fuel load.
START, TAXI, RUN UP, APU, AND TAKEOFF	2000 lbs - When more than 15 minutes taxi time is anticipated, add 100 lbs of fuel for each additional minute.
UNIDENTIFIED EXTRA	Maximum allowed - 5000 lbs

REQUIRED OVHD DEST

IDENTIFIED EXTRA

FLIGHT PLAN FUEL LOAD

REQUIRED RAMP FUEL LOAD

Figure 2.1. General Fuel Plan.