

 A340-600 Flight Crew Operating Manual	FLIGHT PLANNING		2.05.50	P 1
	ALTERNATE		SEQ 100	REV 19

GENERAL

The alternate planning tables enable the flight crew to determine the fuel consumption and time required to cover a given air distance from go-around at destination airport to landing at alternate airport.

These tables are established for :

- Go-around : 800 kg or 1760 lb
- Climb profile : 250kt/300kt/M.82
- Long range cruise
- Descent profile : M.82/300kt/250kt
- Approach and landing at alternate airport : 300 kg or 660 lb (4 min)
- ISA
- CG = 30 %
- Normal air conditioning (Packs NORM/Cargo cooling OFF or Packs LO/Cargo cool NORM)
- Anti ice off

Note : 1. In the tables, the asterisk (*) means that a step climb of 4000 ft must be flown to reach the corresponding flight level.

2. The flight level shown on the top of each column is the final flight level.

3. For each degree Celcius above ISA temperature apply a fuel correction of
 $0.015 \text{ (kg/}^{\circ}\text{C/NM)} \times \Delta \text{ISA (}^{\circ}\text{C)} \times \text{Air Distance (NM)}$
or $0.033 \text{ (lb/}^{\circ}\text{C/NM)} \times \Delta \text{ISA (}^{\circ}\text{C)} \times \text{Air Distance (NM)}$

CORRECTION FOR DEVIATION FROM REFERENCE WEIGHT

The alternate planning tables are based on a reference landing weight at destination.

The fuel consumption must be corrected when the landing weight is different from the reference landing weight.

If it is lower (or greater) than the reference weight, subtract (or add) the value given in the correction part of the table per 1000 kg or 1000 lb below (or above) the reference weight.

 A340-600 Flight Crew Operating Manual	FLIGHT PLANNING ALTERNATE		2.05.50	P 2
			SEQ 075	REV 19

ALTERNATE PLANNING FROM DESTINATION TO ALTERNATE AIRPORT GO-AROUND : 800 KG - CLIMB : 250KT/300KT/M.82 - CRUISE : LONG RANGE DESCENT : M.82/300KT/250KT - VMC PROCEDURE : 300 KG (4MIN)									
REF. LDG WT AT ALTERNATE = 220000 KG NORMAL AIR CONDITIONING ANTI-ICING OFF					ISA CG = 30.0 %		FUEL CONSUMED (KG)		
AIR DIST. (NM)	FLIGHT LEVEL						CORRECTION ON FUEL CONSUMPTION (KG/1000KG)		
	100	120	140	160	180	200	FL100 FL120	FL140 FL160	FL180 FL200
50	2449 0.14						3		
100	3666 0.24	3582 0.24	3548 0.23	3522 0.23	3505 0.23	3501 0.22	5	5	5
150	4885 0.33	4752 0.34	4670 0.32	4596 0.31	4529 0.31	4478 0.30	8	7	7
200	6108 0.43	5925 0.43	5796 0.41	5673 0.39	5555 0.39	5456 0.38	10	9	9
250	7334 0.53	7101 0.53	6924 0.49	6751 0.47	6583 0.47	6435 0.47	13	12	11
300	8563 1.03	8279 1.02	8054 0.58	7832 0.55	7612 0.55	7416 0.55	15	14	13
350	9795 1.13	9461 1.12	9188 1.07	8916 1.04	8644 1.03	8399 1.03	18	16	15
400	11029 1.22	10646 1.21	10323 1.15	10000 1.12	9677 1.11	9384 1.11	20	18	17
450	12267 1.32	11834 1.31	11461 1.24	11086 1.20	10712 1.19	10371 1.19	23	20	18
500	13508 1.42	13024 1.40	12602 1.32	12174 1.28	11749 1.27	11360 1.27	25	22	20
550	14752 1.51	14218 1.49	13745 1.40	13264 1.36	12787 1.35	12351 1.35	28	24	22
600	15999 2.01	15415 1.58	14890 1.49	14356 1.44	13828 1.43	13344 1.43	30	26	24
650	17249 2.11	16615 2.08	16039 1.57	15450 1.52	14871 1.51	14339 1.51	33	28	26
700	18502 2.20	17818 2.17	17190 2.05	16546 2.01	15915 1.59	15335 1.59	35	30	28
750	19759 2.30	19024 2.26	18343 2.14	17644 2.09	16961 2.07	16334 2.07	38	32	30
800	21018 2.39	20233 2.35	19499 2.22	18744 2.17	18009 2.15	17334 2.14	41	34	32
850	22280 2.49	21445 2.44	20658 2.30	19845 2.25	19059 2.23	18337 2.22	43	36	34
900	23546 2.58	22660 2.53	21819 2.38	20949 2.33	20111 2.31	19341 2.30	46	38	36
950	24815 3.08	23879 3.02	22983 2.46	22054 2.41	21165 2.39	20348 2.38	48	40	38
1000	26087 3.17	25100 3.10	24150 2.54	23162 2.49	22221 2.47	21356 2.46	51	42	40
1050	27361 3.27	26323 3.19	25319 3.02	24271 2.57	23278 2.55	22366 2.54	53	44	42
1100	28639 3.36	27546 3.27	26489 3.10	25383 3.05	24338 3.03	23379 3.02	56	46	44
1150	29920 3.46	28773 3.36	27660 3.18	26497 3.13	25399 3.11	24393 3.10	58	48	46
1200	31204 3.55	30002 3.44	28833 3.26	27613 3.21	26463 3.19	25409 3.18	61	50	48
PACK FLOW LO △FUEL = - 0.1 %		PACK FLOW HI OR/ AND CARGO COOL ON △FUEL = + 2 %			ENGINE ANTI ICE ON △FUEL = + 2 %		TOTAL ANTI ICE ON △FUEL = + 5 %		

	FLIGHT PLANNING		2.05.50	P 3
	ALTERNATE		SEQ 075	REV 19

ALTERNATE PLANNING FROM DESTINATION TO ALTERNATE AIRPORT GO-AROUND : 800 KG - CLIMB : 250KT/300KT/M.82 - CRUISE : LONG RANGE DESCENT : M.82/300KT/250KT - VMC PROCEDURE : 300 KG (4MIN)									
REF. LDG WT AT ALTERNATE = 220000 KG NORMAL AIR CONDITIONING ANTI-ICING OFF					ISA CG = 30.0 %		FUEL CONSUMED (KG)		
AIR DIST.	FLIGHT LEVEL					TIME (H.MIN) CORRECTION ON FUEL CONSUMPTION (KG/1000KG)			
(NM)	230	270	310	350	390	FL230 FL270	FL310 FL350	FL390	
150	4431 0.30	4422 0.29				8		0	
200	5345 0.38	5267 0.37	5245 0.36	5259 0.36		10	11	0	
250	6260 0.46	6113 0.44	6029 0.43	5989 0.42	5994 0.42	12	13	15	
300	7177 0.54	6961 0.51	6815 0.50	6720 0.49	6689 0.48	14	15	18	
350	8096 1.02	7810 0.59	7602 0.56	7452 0.55	7386 0.55	16	18	20	
400	9016 1.10	8662 1.06	8391 1.03	8187 1.01	8085 1.01	18	20	23	
450	9938 1.17	9515 1.13	9182 1.10	8922 1.08	8785 1.07	20	22	26	
500	10862 1.25	10370 1.21	9974 1.17	9659 1.14	9487 1.14	22	24	29	
550	11788 1.33	11227 1.28	10768 1.23	10398 1.21	10191 1.20	25	26	31	
600	12715 1.41	12085 1.35	11563 1.30	11138 1.27	10897 1.26	27	28	34	
650	13645 1.49	12945 1.42	12360 1.37	11879 1.34	11604 1.33	29	30	37	
700	14576 1.57	13807 1.49	13158 1.44	12622 1.40	12314 1.39	31	32	40	
750	15509 2.04	14671 1.57	13959 1.51	13367 1.47	13025 1.45	33	34	43	
800	16444 2.12	15537 2.04	14761 1.57	14114 1.53	13739 1.52	35	36	46	
850	17380 2.20	16404 2.11	15564 2.04	14861 2.00	14455 1.58	37	39	48	
900	18319 2.28	17273 2.18	16370 2.11	15611 2.06	15173 2.04	39	41	51	
950	19259 2.36	18144 2.25	17176 2.17	16362 2.13	15892 2.11	41	43	54	
1000	20201 2.43	19017 2.32	17985 2.24	17114 2.19	16614 2.17	44	45	57	
1050	21145 2.51	19891 2.39	18795 2.31	17868 2.26	17338 2.23	46	47	60	
1100	22090 2.59	20767 2.47	19607 2.38	18623 2.32	18063 2.30	48	49	63	
1150	23038 3.07	21645 2.54	20420 2.44	19380 2.38	18791 2.36	50	52	66	
1200	23987 3.14	22525 3.01	21235 2.51	20139 2.45	19520 2.42	52	54	70	
PACK FLOW LO ΔFUEL = - 0.1 %		PACK FLOW HI OR/ AND CARGO COOL ON ΔFUEL = + 2 %			ENGINE ANTI ICE ON ΔFUEL = + 2 %		TOTAL ANTI ICE ON ΔFUEL = + 5 %		