



2nd EASA Webinar on Fuel Management Rules



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Born in Germany

Professional studies in Tourism - Valencia, Spain

10 Years ground handling experience

Trainer for Weight and Balance & Ground Operations

11 Years at TUI Group Operations Centre

Flight Dispatcher & Main Trainer

German Flight Dispatcher Licence

LBA approved Examiner for Flight Dispatcher Licence

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The start.....

What?

How?

Why?

When?

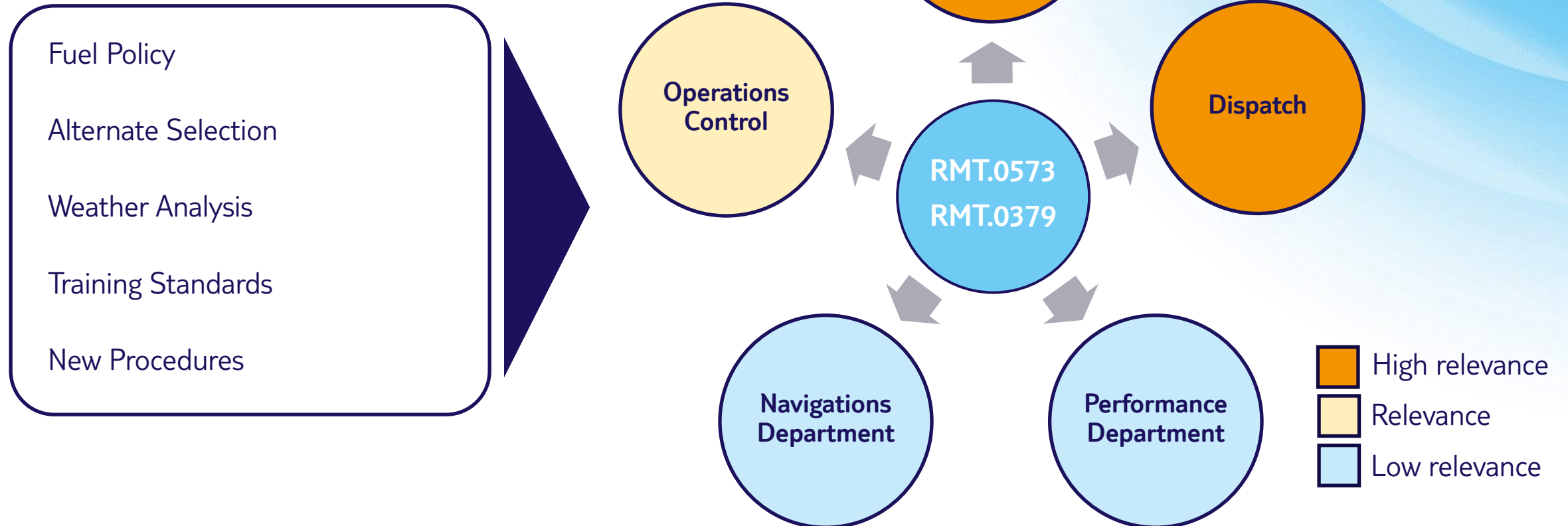


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What are the implications?

To whom is it relevant?



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Airline Operations

AOPS locations

TOCC

- Located LTN, UK
- 24hr Operations Delivery
- 24hr Customer Liaison
- Operations Planning

TOM 24hr Crew Control

- Located LTN, UK

JAF/TFL 24hr Crew Control

- Located BRU, Belgium

BLX 24hr Crew Control

- Located ARN, Sweden

GOC

- Located HAJ, Germany
- Flight Planning
- Navigation
- ATC Liaison
- 24hr Flight Dispatch

HLF 24hr Crew Control

- Located HAJ, Germany



24hr operations
services for all TUI
Airline flights

- 5 AOCs
- One 24hr Operations Control Centre "TOCC"
- One 24hr Flight Planning and Dispatch Centre "GOC"
- Both connecting to local 24hr Crew Control teams



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Team Structure / Functions

Fuel & Flight Planning -Project (General)

Michael Manoli

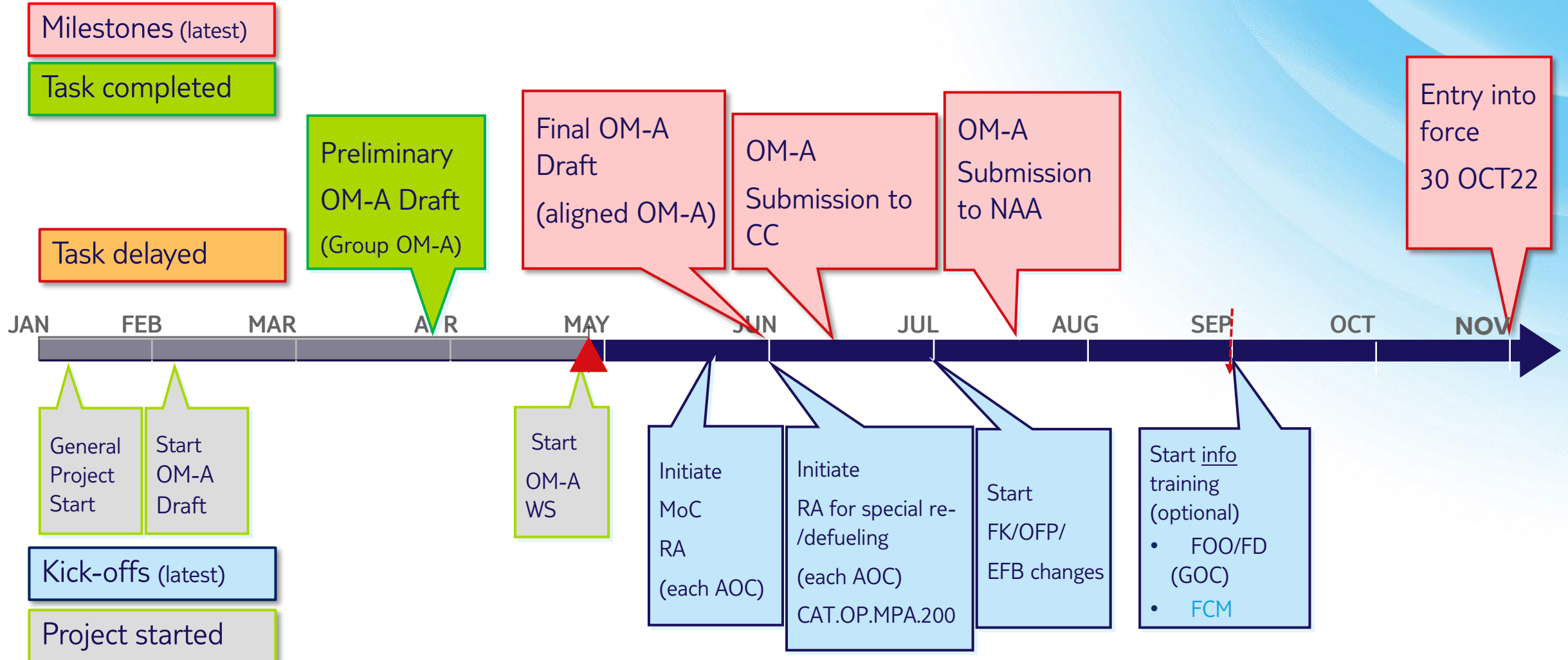
OM-A WS	OM-A / TR – NAA Approval	MoC/RA	Training	FK / TUI OFP / GOC-TOCC	TOCC
Michael Manoli	Lewis Brown	Jelle Rottiers	Peter Ramroth	Frank Brunkalla	Steve Grant
<ul style="list-style-type: none">• Final OM-A Draft• Coordination SEP content / Refuelling	<ul style="list-style-type: none">• OM-A TR (NR & WR)• Submission to CC (NR & WR)• Submission & Approval NAA (NR,WR,CR)	<ul style="list-style-type: none">• MoC/RA process (NR,WR,CR)• RA special refuelling/defuelling	<ul style="list-style-type: none">• Review training requirements (FCM/FOO)• Liaison with TAT• Liaison with GOC/TOCC	<ul style="list-style-type: none">• Liaison with FK / TUI OFP• Coordinate Definitions OM-A vs FK / TUI OFP• TOCC / GOC tasks related to (with Peter):<ul style="list-style-type: none">○ Flight following○ Flight monitoring○ Flight watch	<ul style="list-style-type: none">• Training TOCC staff• NAA Approval training content



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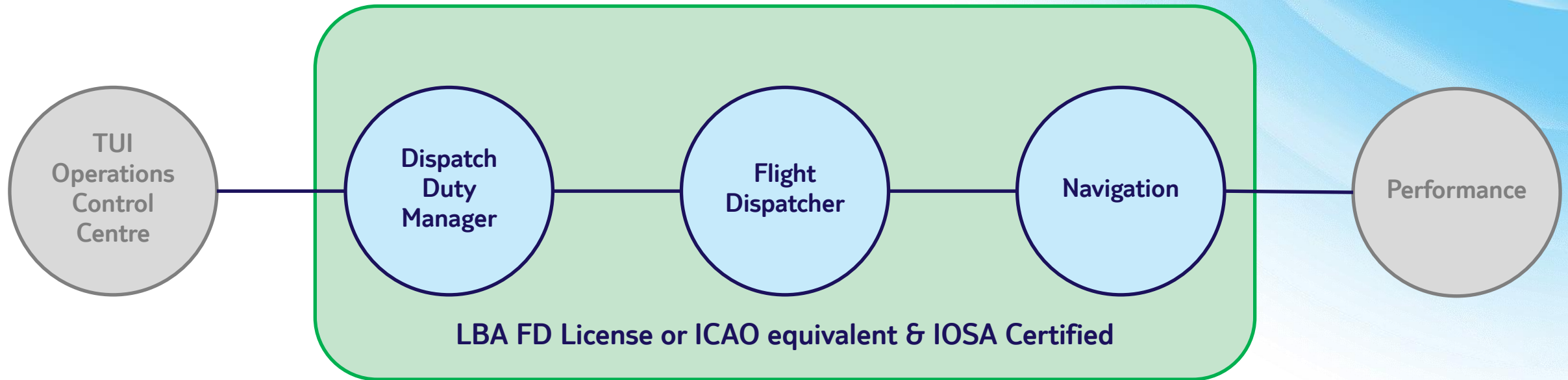
Roadmap APR/MAY



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Ops personnel Training Requirements



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AMCs to be applied and “translated” into the Operations Manuals

Fuel Policy

- AMC4 CAT.OP.MPA.181 Fuel/energy scheme — Fuel/energy planning and in-flight re-planning policy — aeroplanes
Basic Fuel Scheme – Pre-Flight Calculation of usable Fuel
- AMC5 CAT.OP.MPA.181 Fuel/energy scheme — fuel/energy planning and in-flight re-planning policy — aeroplanes
Basic Fuel Scheme with Variations – Taxi Fuel
- AMC6 CAT.OP.MPA.181 Fuel/energy scheme — fuel/energy planning and in-flight re-planning policy — aeroplanes
Basic Fuel Scheme with Variations – Contingency Fuel
- AMC7 CAT.OP.MPA.181 Fuel/energy scheme — fuel/energy planning and in-flight re-planning policy — aeroplanes
Basic Fuel Scheme with Variations – Location if the Fuel En Route Alternate Aerodrome to reduce Contingency Fuel to 3%

Planning Policy

- AMC1 CAT.OP.MPA.182 Fuel/energy scheme — aerodrome selection policy — aeroplanes
Basic Fuel Scheme – Take-Off Alternate Aerodrome
- AMC2 CAT.OP.MPA.182 Fuel/energy scheme — aerodrome selection policy — aeroplanes
Basic Fuel Scheme – Destination Alternate Aerodrome
- AMC3 CAT.OP.MPA.182 Fuel/energy scheme — aerodrome selection policy — aeroplanes
Basic Fuel Scheme – Aerodrome Forecast Meteorological Conditions
- AMC4 CAT.OP.MPA.182 Fuel/energy scheme — aerodrome selection policy — aeroplanes
Basic Fuel Scheme – Reaching the Destination Aerodrome
- AMC5 CAT.OP.MPA.182 Fuel/energy scheme — aerodrome selection policy — aeroplanes
Basic Fuel Scheme – Safety Margins for Meteorological Conditions
- AMC7 CAT.OP.MPA.182 Fuel/energy scheme — aerodrome selection policy — aeroplanes
Basic Fuel Scheme with Variations – Isolated Aerodrome – Point of no return
- AMC9 CAT.OP.MPA.182 Fuel/energy scheme — aerodrome selection policy — aeroplanes
Basic Fuel Scheme with Variations – Planning Minima
- AMC1 CAT.OP.MPA.182(f) Fuel/energy scheme — aerodrome selection policy — aeroplanes
PBN Operations and Operational Credits



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Requirements to be fulfilled

AMCs	Requirements
1 AMC6 CAT.OP.MPA.181	<ul style="list-style-type: none">(b) If the operator establishes and maintains a fuel consumption monitoring system for individual aeroplanes, and uses valid data for fuel calculation based on such a system, the operator may use any of the requirements in point (c) or (d) of this AMC to calculate the contingency fuel.
2 AMC7 CAT.OP.MPA.182	<ul style="list-style-type: none">(b) If the operator's fuel planning policy includes an isolated aerodrome, a PNR should be determined by a computerised flight-planning system and specified in the operational flightplan.
3 AMC9 CAT.OP.MPA.182	<ul style="list-style-type: none">(b) As a minimum, the operator should:<ul style="list-style-type: none">(1) use a suitable computerised flight-planning system;(2) hold an approval for limited-visibility approach operations for that fleet; and(3) have established an operational control system that includes flight monitoring.

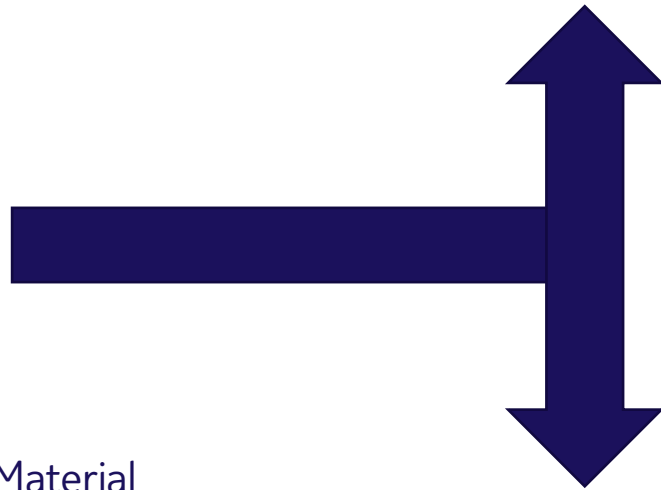


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Result for Training



- CBT will be available for FCM & Ops Control Personnel



- 55 Slides Training Material
- Practical Examples
- For FCM, Ops Control and Dispatch



- Dispatchers will receive a classroom training and, if implementation is postponed, a CBT as a refresher before going-live



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Challenges

1 Understanding the complexity of the new rules and their implications

2 Analyzing current situation and assessing what needs to be done to fulfill requirements in regards of Training, Tools and processes to be established

3 5 AOCs – Streamlining 5 Operations Manuals to 1 Group Operations Manual adopting the new rules

4 5 AOCs means 5 NAA approvals

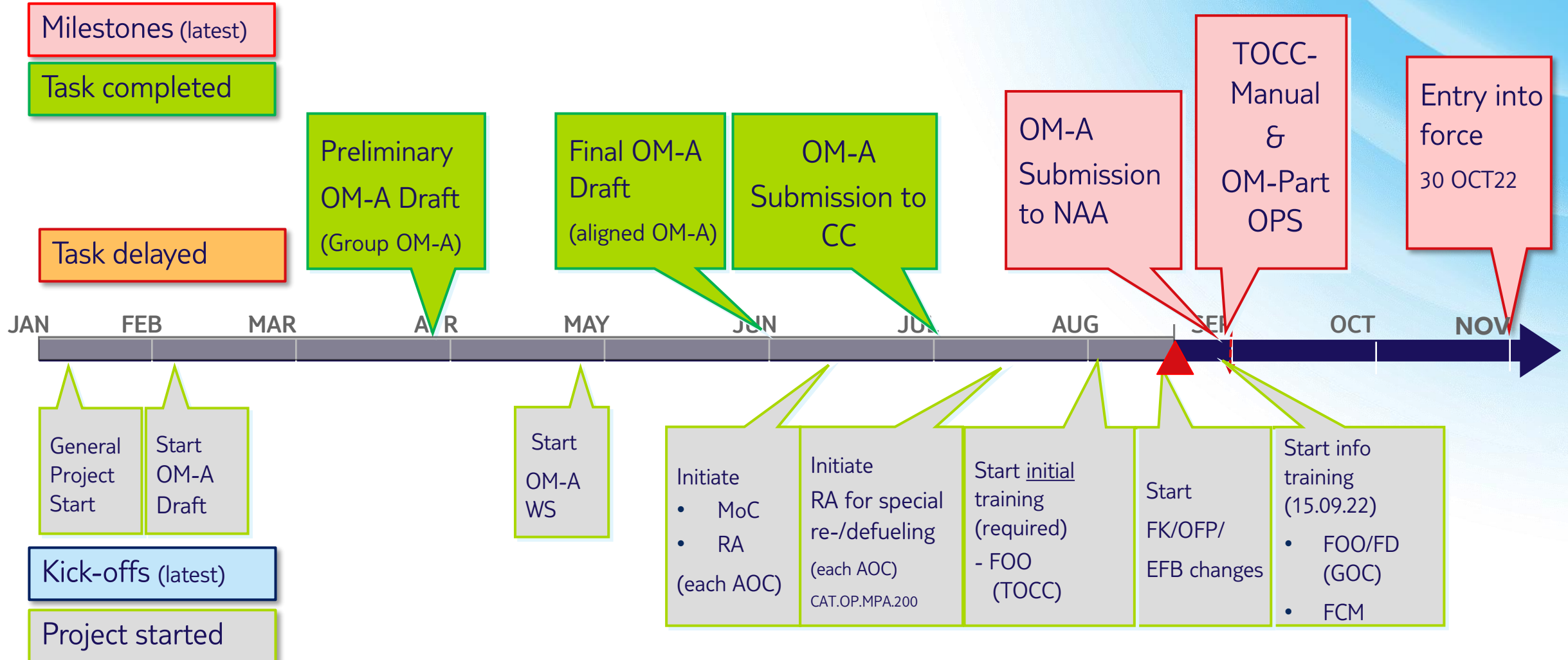
5 Time



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Roadmap AUG/SEP



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Where are we today?

- TUI Airline workstreams have finalized the new Operations Manuals, which need to be approved by the NAA, including the desired Fuel Scheme
- TUI GOC has started the Implementation-training of the change, providing the necessary training and support to the TOCC as well as to the TUI Airline workstreams
- FCM Training will start shortly
- Once the Fuel Scheme is approved, next step for TUI Group Airlines is to aim for an Individual Fuel Scheme



There is still work to do!



Thank you.

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Main Trainer GOC
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