ETOPS Icing Fuel calculation methodology

Background

Questions have been raised on how the icing risk is considered within ETOPS critical fuel scenario. Below explains the methodology that has been created in the Lido database.

The Icing increase is part of the aircraft performance tables which is set-up according to Etihad's requirements. The required fuel from the critical point to the suitable airport is increased by an aircraft specific percentage. These percentages depend on the flying time, the different flight phases and the emergency case.

Examples of factors used by Etihad Airways

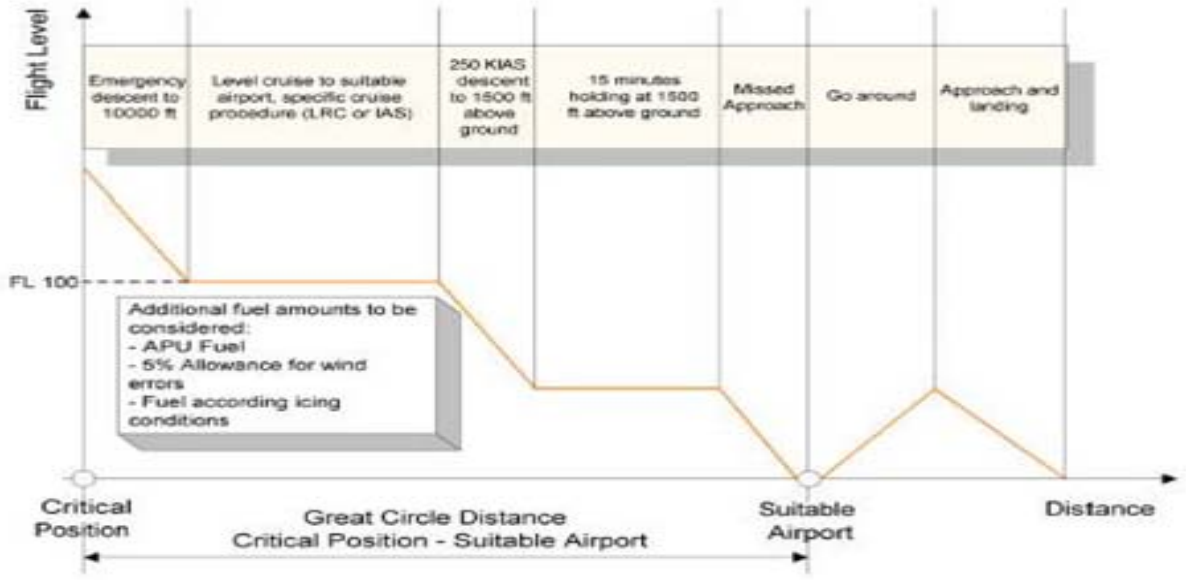
Boeing 777-300ER:

- constant 1.2% for one-engine out
- 3% for decompression
- 1% for the DX case

Airbus 330-343:

- 3% + 3% per flight hour for decompression
- 2% + 3% per flight hour for 1X and DX

Lido is set to apply the full icing addition on the required fuel.



ETOPS Vertical Profile Showing the Factors for the Calculation of Additional Fuel