

	<p align="center"><b>ROUTE INFORMATION MANUAL</b>  <b>GENERAL INFORMATION</b>  <b>Flight Dispatch</b></p>	<p>Rev: 1  Page: 1 of 2</p>
---	---	---------------------------------

## **Lido methodology in calculating and displaying tankering information**

The reason for issuing this document is to explain / clarify the methodology behind the tankering information that shows on the OFP.

### **Calculation methodology:**

Tankering, allows us to transport additional fuel to a destination airport because of money saving reasons or because of fuel supply reasons.

In Lido we can define whether tankering is carried out for reasons other than economic gain. These are based on;

- Handling capabilities (H) at the destination station
- Availability of fuel at destination station (V)
- Contracted amounts of fuel to be uplifted (B) at the destination station.

These reasons override tankering for economic reasons.

During the flight planning process, Lido automatically performs a check to see if tankering instructions have been defined for the flight.

If none are defined, Lido performs an automatic price check (P) and recommends tankering whenever the check results in a gain of USD15 or more.

The company has chosen not to tanker fuel if the economic saving is less than \$15 due to factors such as environmental impact

The OFP depicts the reasoning behind the tankering recommendation using these letters (P / H / V / B)

The automatic price check carried out by Lido weights the following cost factors:

- Are the fuel savings greater than \$14?  
This calculation factors in the cost of the increase to the trip fuel to carry the extra fuel as well as the price of fuel at departure and destination.
- Are the overall savings greater than \$14 considering the cost of aircraft attrition due to heavier load?

DATE	ISSUED BY	DEPARTMENT
15 July 2012	Bettina Kohler	Flight Dispatch

If the savings are below \$15 then tankering is **not** recommended.  
If the savings are between \$0 and \$14 the advisory on the OFP is

**NO TANKERING RECOMMENDED - LOSS FOR EXTRA FUEL: 0 USD/TON**

If there is a loss for carrying extra fuel the following message will show on the OFP.

**NO TANKERING RECOMMENDED (P) - LOSS FOR EXTRA FUEL: 284 USD/TON.**

```

BLOCK FUEL      AUH  15020
PIC EXTRA      .....
TOTAL FUEL      .....
REASON FOR PIC EXTRA .....

-----
NO TANKERING RECOMMENDED - LOSS FOR EXTRA FUEL: 0 USD/TON
-----

I HERewith CONFIRM THAT I HAVE PERFORMED A THOROUGH SELF BRIEFING
ABOUT THE DESTINATION AND ALTERNATE AIRPORTS OF THIS FLIGHT
INCLUDING THE APPLICABLE INSTRUMENT APPROACH PROCEDURES, AIRPORT
FACILITIES, NOTAMS AND ALL OTHER RELEVANT PARTICULAR INFORMATION.

DISPATCHER: A O.S.                      PIC NAME: .....

TEL: +971 2 5111236                      PIC SIGNATURE: .....
ALTERNATE ROUTE TO:                      FINRES 1.0
APT  TRK DST                      VIA                      FL  WC  TIME FUEL

```

## **Tankering Fuel Calculation:**

Following method is used to calculate the fuel amount to be tankered for the return flight.

- BLOCK FUEL 2<sup>ND</sup> LEG
- CONTINGENCY FUEL 1<sup>ST</sup> LEG (is considered as not being used)
- ALTERNATE FUEL 1<sup>ST</sup> LEG (is considered as not being used)
- FINAL RESERVE 1<sup>ST</sup> LEG (is considered as not being used)
- + TAXI IN FUEL AT DESTINATION (standard)
- + ANY HOLDING FUEL

## **TANKERING FUEL**

DATE	ISSUED BY	DEPARTMENT
15 July 2012	Bettina Kohler	Flight Dispatch